



**ALASKAN MAIDEN EXERCISE
PRINCE WILLIAM SOUND/BP SHIPPING
AREA EXERCISE
May 1-3, 2007
PARTICIPANT MANUAL**

Contents

Section	Page
Acronyms	ii
Participant Information and Exercise Schedule	1
Figure 1. Valdez Civic Center Floor Plan	3
Figure 2. Valdez Emergency Operations Center Floor Plan	5
Figure 3: Portable Trailer Configuration	6
Scenario, Exercise Objectives and Exercise Grounds Rules	7
Figure 4. Ship Escort Response Vessel System Vicinity Map	8
Incident Command Section Responsibilities	14
Figure 5. Exercise Control/Evaluators Organizational Chart.....	18
Communications Plan	19
Data Collection and Documentation	20
Form 214 Unit Log.....	21
Participant Evaluation Form	23

Attachments

Attachment 1 – Scenario 809

Acronyms

APSC	Alyeska Pipeline Service Company
ART	Alaska Response Team
bbl	Barrel, fluid measurement equal to 42 U.S. gallons
BPXA	BP Exploration (Alaska), Inc.
BST	Business Support Team
CL	Community Liaison
DOI	U.S. Department of Interior
HAZWOPER	Hazardous Waste Operations and Emergency Response Standard
IAP	Incident Action Plan
IC	Incident Commander
IMT	Incident Management Team
JIC	Joint Information Center
NANA	NANA Regional Corporation, Inc.
NRDA	Natural Resources Damage Assessment
NSTF	Nearshore Task Force
OOR	Out of Region
PIER	Public Information Emergency Response
PWS	Prince William Sound
RCAC	Regional Citizens Advisory Council
RSC	Regional Stakeholder Committee
SCAT	Shoreline Cleanup Assessment Team
SERVS	Ship Escort Response Vessel System
STRT	Shoreline Treatment Recommendation Transmittal
TOO	Tanker of Opportunity
UC	Unified Command
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
VEOC	Valdez Emergency Operations Center



Participant Information and Exercise Schedule

PRE-BADGING

With the exception of those Participants who have current Alyeska Pipeline Service Company (APSC) badges, Participants will be pre-badged with BP responder badges. Badges will be issued prior to boarding motor coaches at the BP Exploration (Alaska), Inc. (BPXA) Headquarters building to Whittier, and will allow access to the Valdez Emergency Operations Center (VEOC). Participants not traveling to Valdez with either the First or Second Away Teams may pick up badges at the VEOC on May 2.

LODGING

Lodging has been arranged at the Aspen, Best Western or Totem Inn. Participants will be notified of the hotel they will be staying at prior to their departure to Whittier.

MEALS

Meals will be provided to all Participants, with the exception of dinner on May 1. Please see the Schedule below.

TRANSPORTATION

Transportation between Anchorage and Valdez has been arranged for the First Away Team via aircraft charter. Transportation will be by motor coaches and the Klondike Express for the Second Away Team. Bus transportation is provided while in Valdez between hotels, VEOC and Civic Center. Bus transportation will also be provided during the exercise for media participants between the VEOC and the Civic Center. For other transportation needs, please contact Steve Sautel, Logistics Section Transportation Unit Leader at (907) 240-4531.

LUGGAGE

First Away Team members should check their luggage with ERA at the airport prior to boarding the charter flight.

Second Away Team members will check their luggage with the Logistics Section in Conference Room A on May 1 prior to boarding motor coaches. Luggage check will be operational from 7:00am – 10:00am. Luggage will be tagged by hotel, and Logistics will have it transported via truck to Valdez. In Valdez, luggage will be placed in Participants' rooms by hotel staff.

There will be pre-designated luggage drop-off areas at each hotel on Thursday, May 3. Luggage will be transported back to BPXA Headquarters building in Anchorage via truck and available for pick-up upon Participants' arrival in Anchorage on May 3.



CELL PHONES/PERSONAL COMPUTERS

Cell phone coverage is available in Valdez; however, reception within the VEOC is limited because the building is metal frame.

There are a limited number of computers available to responders in the VEOC. It is recommended that Participants bring their lap top computers with associated hardware, if possible. "Dongles" will be provided to BP responders who have a BP network account. The dongles will allow access to BPXA's network from the VEOC. BP responders will pick up dongles at the Participant briefing on May 1. The VEOC is equipped with a wireless network and will be available during the exercise and other responders (agencies) may connect to the internet using the wireless network. A limited number of computers will be available to agency personnel to access the Incident Action Plan (IAP) software.

EMERGENCY CONTACT

Should a Participant experience an emergency, please contact:
Gary Lillo at (907) 632-7139 or
Amy Pelozza at (907) 317-0521.

SCHEDULE

Tuesday, May 1, 2007

0700 – 1000 – Receive BP responder badges and leave luggage with Logistics in Conference Room A. Board motor coaches at the BPXA Headquarters building.

1020 – Motor coaches depart BPXA Headquarters building for Whittier.

1230 – Participants depart Whittier on the Klondike Express. A training session focused on Prince William Sound (PWS) will be conducted during the transit to Valdez.

1500 – Klondike Express arrives in Valdez.

1500 – 1515 – Bus transportation from offloading area to hotels.

1515 – 1545 – Hotel check-in.

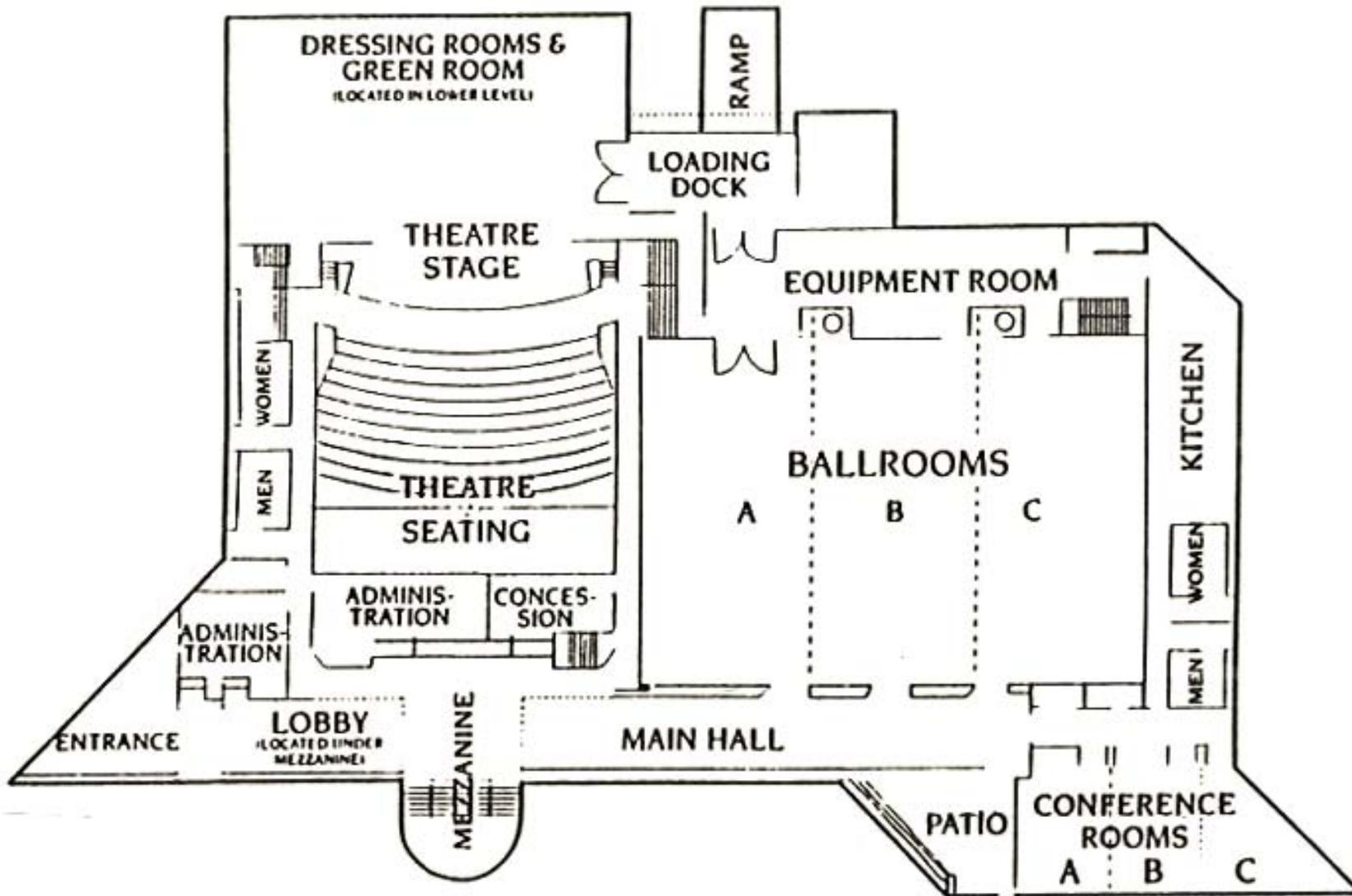
1530 – 1555 – Bus transportation from hotels to Civic Center. See Figure 1.

1600 – 1800 – Participant pre-exercise briefing in the Civic Center ballroom.

1800 – 1900 – Dinner served at the VEOC for First Away Team and other initial response personnel. Dinner served at the Valdez Elks Club for BP employees and contract staff who are members of the BPXA Alaska Response Team (ART). Other Participants may make their own arrangements for dinner.



Figure 1
Valdez Civic Center Floor Plan



Wednesday, May, 2 2007

0500 – 0600 – Bus transportation from hotels to VEOC. See Figure 2. Portable trailers located adjacent to the VEOC house the Environmental Unit, Control and Inject Teams (Figure 3).

0500 – 0630 – Breakfast service in the VEOC.

0600 – 1800 – Alaska Maiden Exercise at VEOC.

1800 – 1830 – Bus transportation from VEOC to the Civic Center.

1800 – 1930 – Reception for exercise participants and community leaders at the Civic Center.

1930 – 2200 – Dinner for exercise participants and community leaders at the Civic Center.

2100 – 2200 – Bus transportation available for shuttle from Civic Center to hotels.

Thursday, May, 3 2007

0545 – 0645 – Check out of hotels and deposit luggage in designated hotel holding areas for pickup and transport back to Anchorage.

0600 – 0645 – Bus transportation to Civic Center.

0600 – 0700 – Breakfast at Civic Center.

0700 – 0900 – Debrief and Lessons Learned overview session in Civic Center.

0900 – 0910 – Break.

0910 – 1100 – Lessons Learned report session in Civic Center Auditorium.

1100 – Participants returning to Anchorage via Klondike Express board buses at the Civic Center for transport to the loading dock.

1130 – Klondike Express departs Valdez for Two Moon Bay.

1300 – 1515 – Participants observe on-water deployment of open water and nearshore task forces.

1515 – Klondike Express departs Two Moon Bay for Whittier. Dinner will be served on the Klondike Express.

1730 – Arrive Whittier, board motor coaches for Anchorage.

1915 – Motor coaches arrive in Anchorage and offload at BPXA Headquarters. Luggage will be staged for pick up by Participants.

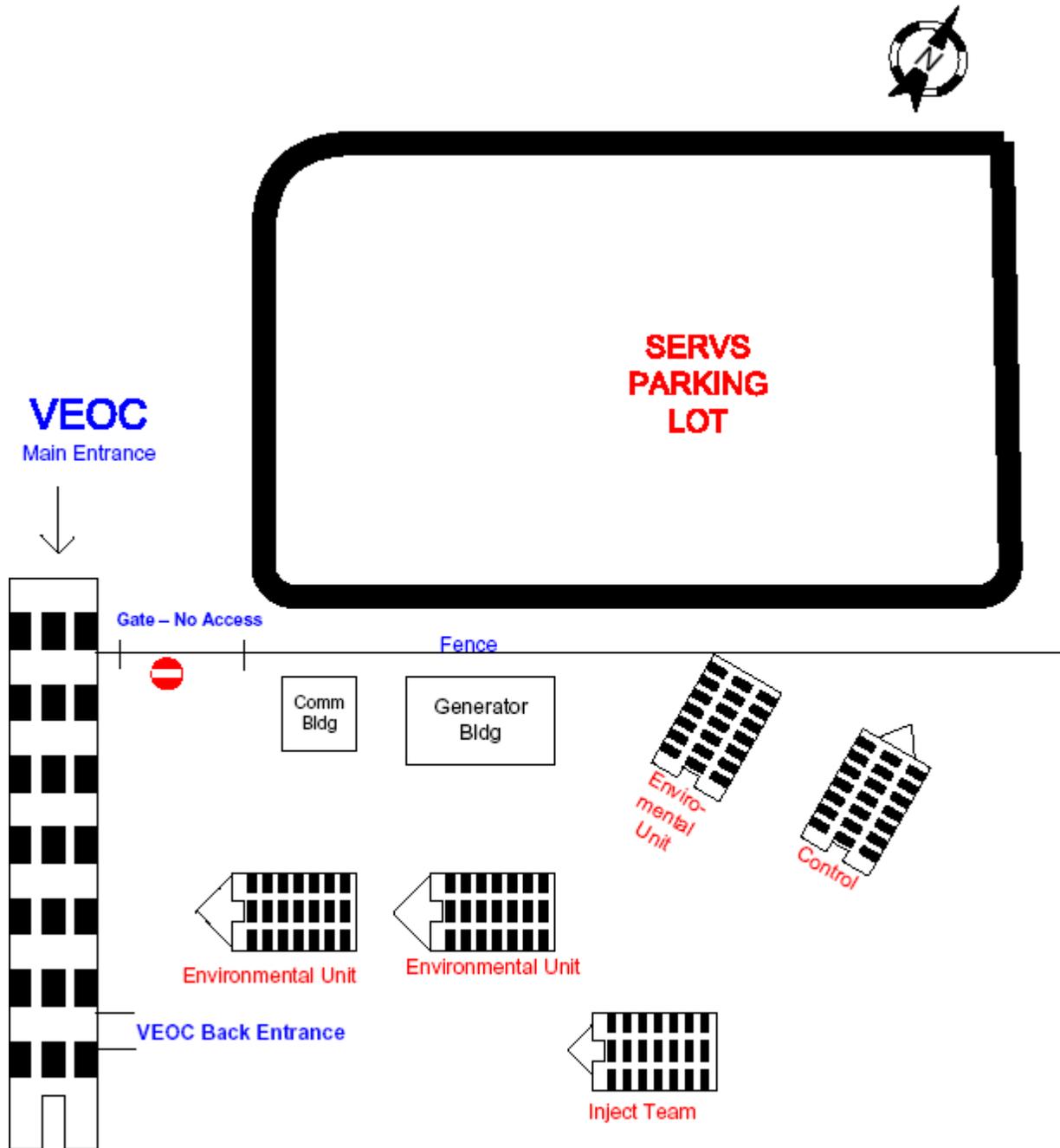


Figure 2 Valdez Emergency Operations Center Floor Plan

VALDEZ EMERGENCY
OPERATIONS CENTER
Standard VEOC LAYOUT
February 6, 2006



Figure 3
Portable Trailer Configuration



Portable Trailer Layout

Each trailer will have 10 phones, 1 printer, internet access. No smoking in trailers – must use designated smoking area. Restrooms located inside SERVS Bldg.

Scenario, Exercise Objectives and Exercise Ground Rules

Scenario

The exercise is based on Scenario 809. See Attachment 1.

On April 30, 2007 (Day 1), the tanker vessel, Alaskan Maiden, with an escort vessel, departed Valdez Marine Terminal (VMT). As it approached Hinchinbrook Entrance it experienced a catastrophic accident and ran aground in the vicinity of Zaikof Point on Montague Island at 60.19' (N) and 146.55" (W) at 0130 hours. The fully laden tanker, carrying 1,300,349 barrels (bbl) of Alaska North Slope Crude Oil, was being escorted by the tugs Attentive and Nanuq.

The master of the Alaskan Maiden reports that as of 1800 on April 30, 300,000 bbl (12,600,000 gallons) have spilled from the vessel and that oil is expected to continue to leak at the rate of about 165,000 bbl (7,260,000 gallons) per day.

Figure 4 is the vicinity map for the ship escort response vessel system.

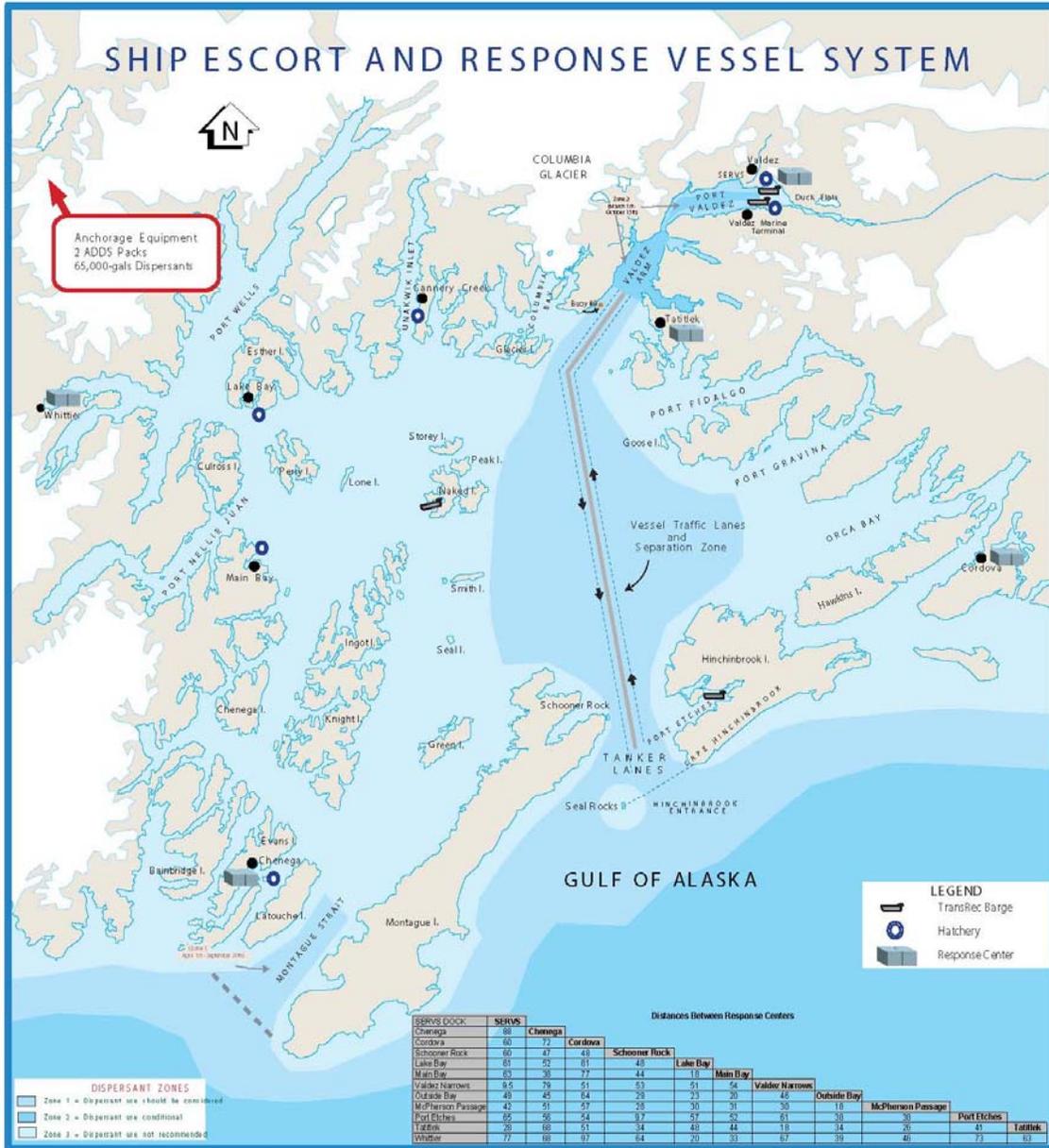
The exercise begins with a notification from the SERVS Duty Officer, who initiates the SERVS Initial Response Notification Procedures. APSC/SERVS Incident Management Team (IMT) personnel report to the VEOC. See Figure 2.

On April 30, pre-designated BPXA ART members from the Logistics and Finance Sections initiate actions with key APSC/SERVS response team members to mobilize 16 fishing vessels for Nearshore Task Force (NSTF) 6 deployment, beginning on May 3 (Day 4). Five of the 16 vessels will be secured from the Tier I fleet, four from the Tier II fleet and seven from the Tier III fleet.

On May 1 (Day 2), approximately 30 - 35 members of BPXA's ART travel to Valdez to shadow APSC/SERVS IMT members in preparation to transition management of the incident to BP Shipping.

On May 2, (Day 3), the remaining members of BPXA's ART report for duty at the VEOC and complete the transition of incident management from APSC/SERVS to BP Shipping.

Figure 4 Ship Escort Response Vessel System Vicinity Map



The Situation Status beginning Day 3 is as follows:

Operations

1. A total of 465,000 barrels (bbl) were released (300,000 bbl on Day 1 and 165,000 bbl on Day 2). An additional 165,000 bbl is estimated to be released in the next 24 hours (Day 3).
2. Logistics is prioritizing the establishment of logistics centers to include staging, assembly areas and load-out facilities. Cordova, Whittier, Homer and Kodiak were established on Day 1.
3. Dispersant sorties were flown by Lynden since Hour 8 of Day 1. A US Coast Guard (USCG) C-130 arrived on scene at Hour 12 on Day 1.
4. In situ burning operations were approved on Day 1 and burning operations commenced on Hour 12 of Day 1. Five strike teams began burn collection at Hour 12 on Day 1.
5. Tracking buoys were deployed at the leading edge of the oil slick by SERVS.
6. The mitigation plan for Zaikof Point was prepared by the Operations Section Chief as requested by Unified Command (UC).
7. The Lightering Plan was approved by the USCG. Vessel stabilization and lightering operations continue. The Tanker of Opportunity (TOO) arrived on Day 2. The TOO continues lightering operations from the stricken vessel throughout the scenario.
8. Open Water Task Forces 1 - 5 were positioned to operate in thickest concentrations of oil.
9. The 24-hour operational period was approved by UC at the end of Day 2, and the General Plan Team was formed.
10. By the end of Day 2, 207,880 bbl of oil was recovered, 14,286 bbl was dispersed and 4,800 bbl burned by in situ burning operations.
11. One Shoreline Protection Task Force was positioned at Smith Island ahead of the leading edge of the oil.
12. Two NSTFs work to protect designated sensitive areas within the trajectory at Naked, Eleanor and Lone Islands.
13. Hatchery protection task forces were deployed at Cannery Creek and Lake Bay with additional Hatchery Protection Task Forces prepared to deploy hatchery protection on Day 3 at Main Bay and Sawmill Bay.
14. The leading edge of the oil contacts both Smith and Naked Islands by the end of Day 2.



15. Breco waterfowl hazing units are operational near Montague Island.
16. Wildlife stabilization facilities in Valdez and Anchorage are fully activated.
17. One wildlife capture strike team is assigned to the north end of Montague Island area, one is assigned in the area of Smith and Little Smith Islands and one is assigned in the area of Naked Island.
18. One Shoreline Cleanup Assessment Team (SCAT) team is assigned to the areas of Zaikof Point and Rocky Bay (NW end of Montague Island). Five additional SCAT task forces are ordered.

Environmental and Wildlife Impacts

1. Three miles of shoreline at Zaikof Point, three miles of shoreline at Middle Point and two miles of shoreline at Montague Point have been heavily oiled.
2. Twelve oiled sea birds and 11 oiled mammals were recovered during dayshift operations. They are transported to the wildlife treatment center in Valdez. One hundred twenty-seven birds and 35 mammals (sea otters and harbor seals) have been found dead.

Resources Assigned (in the field and working) per Scenario 809

1. Four Open Water Skimming/Storage barges consisting of the *Mineral Creek*, 450-1, 450-3 and 450-8.
2. The Valdez Star with barge *Allison Creek*.
3. The lightering barge 450-7.
4. One C-130 from Lynden and one USCG C-130 are operating as dispersant aircraft out of Anchorage.
5. Four NSTFs supported by Nearshore barge 500-2.
6. One Hatchery Protection Task Force consisting of four Strike Teams.
7. One Wildlife Task Force with four strike teams.
8. One SCAT Strike Team.
9. One Burning Task Force with five strike teams.
10. Two TOOs (one for Lightering with one for recovered oil transfer).
11. There are 240 Tier I, II and III fishing vessels deployed.
12. 88,100 feet of boom deployed.
13. Thirty-seven skimmers deployed.

14. Forty-eight primary and three secondary recovered fluid storage systems.
15. There are approximately 616 field responders and 190 responders located in the VEOC.

Resources Enroute

1. Ninety-six Tier 3 fishing vessels for NSTFs 6, 7 and 8.
2. Seven additional Command and Safety vessels.
3. 36,000 feet of boom.
4. Twenty-four skimmers.
5. Twelve minibarges.
6. Approximately 328 field responders (primarily consisting of vessel captains and crew).

Exercise Objectives

1. Work through the process for determining a Place of Refuge for the tanker.
2. Establish and staff a Joint Information Center (JIC).
3. Conduct air operations and establish communications between air and ground, and ground relay to Situation Unit.
4. Collect and compare information from tracking buoys relayed back to VEOC with information generated from ATOM and GNOME models.
5. Exercise the Regional Stakeholder Committee (RSC) for Chenega, Tatitlek, Homer and Cordova (RSC representatives will work with a community leader and the UC).
6. Deploy Community Liaisons to Chenega, Tatitlek, Homer and Cordova.
7. Deploy three to four members of the Air Operations Branch Aerial Observers to Cordova.
8. Acquire seven Tier III out-of-region (OOR) vessels, four Tier II vessels and five Tier I vessels to outfit two strike teams for NSTF 6.
9. Simulate acquisition of additional NSTF Tier III vessels to form the remainder of NSTF 6, and for NSTFs 7 and 8.
10. Simulate acquisition of OOR skimmers, boom, power pack and recovery devices for NSTFs 6, 7 and 8.
11. Implement process by which Tier III fishing vessels are notified, activated, trained and dispatched to the scene.

12. Conduct on-water deployment of nearshore strike team on Day 4 in Two Moon Bay. On-water deployment will be conducted with the following:
 - a. Seven Tier III OOR vessels, four Tier II vessels and five Tier I vessels.
 - b. Nearshore Barge 500-2 with support tug acting as the NSTF Staging Area by SERVS.
 - c. Boom, skimmers, power packs and minibarges sufficient to outfit two nearshore strike teams.
 - d. Open Water Task Force consisting of barge, tug and fishing vessels.
 - e. One helicopter operating out of Cordova Airport supporting BP Air Operations Aerial Observation group.
 - f. Tracking buoys.

Exercise Ground Rules

1. The scenario is based on Scenario 809 (see Attachment 1) of the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan. Deployment of resources follow the scenario.
2. Participants in the exercise should take actions that would normally be taken in an actual situation, excluding the deployment of response equipment.
3. Contact with people or organizations will be made as it would in an actual situation, however, actions are to stop short of expenditures for actual purchase or contract, except those pre-identified for the exercise.
4. The exercise will be conducted in real-time, and safety precautions must be employed as in an actual situation.
5. Field information will be predetermined and obtained from Exercise Control for each exercise day.
6. Safety will not be compromised. Field units must use established safety protocols and wear PPE including life vests, hearing protection and safety glasses where appropriate. Safety briefings will be given prior to beginning job assignments.
7. Radio communication must begin and end with the statement "This is a drill."
8. Information on the incident from the Field will be provided by Exercise Control. Exercise Control will be able to provide the following types of information:
 - a. Weather conditions,
 - b. Tide and current data (real tides and currents will be used),
 - c. Oil site pictures depicting the location of the oil,
 - d. The location of deployed or staged response equipment,
 - e. Shoreline assessment data, and
 - f. Information on the Alaskan Maiden.
9. Participants needing information from the master of the Alaskan Maiden will need to contact the Field in Exercise Control.
10. Exercise Control will conduct a briefing of overnight activities for Participants. This briefing will be held to ensure participants are updated on the first light situation before the continuation of play on Day 3.

11. Participants will be expected to:
 - a. Document key decisions and actions on Incident Command System (ICS) forms,
 - b. Address script injects telephoned or delivered to them, and
 - c. Complete a Participant Evaluation Form.
12. Exercise Control will collect copies of the above forms at the end of the exercise.
13. An Evaluator/Coach may determine the objectives complete and end exercise activities at their respective location, with approval from the Incident Commander (IC).
14. Communications will begin with, "This is a drill."
15. IAP software will be used.

Note: During the course of the exercise participants may receive written exercise directives or instructions from control team members. These instructions/inputs should be followed or passed on to other exercise participants or other team members needing this information. Some directives may be purposely misdirected as part of the evaluation process.

Incident Command Section Responsibilities

ICS Sections have exercise responsibilities as summarized below. The VEOC Floor Plan is presented in Figure 2. The Exercise Organization Chart is presented in Figure 5.

OPERATIONS SECTION

1. Simulate deployment of the air operations branch to the field:
 - a. Provide surveillance data to the Situation Unit, and
 - b. Simulate dispersant application and communicate effectiveness to Situation Unit.
2. Simulate use of Command Network between the field and Operations Branch Directors, and communications between Operations Branch Directors and Planning Section Situation Status and Resource Tracking Units:
 - a. Determine the method of communications, and
 - b. Practice using the IAP software.
3. Simulate:
 - a. Tanker Salvage,
 - b. Repair plan, and
 - c. Lightering.
4. Simulate arrival of NSTFs 5, 6, 7 and 8.
5. Continue offloading activities for Open Water Task Forces 1-5.
6. Continue dispersant operations.
7. Assemble strike teams to protect sensitive areas based on sensitive areas prioritization.
8. Simulate deployment of additional SCAT teams.

PLANNING SECTION

1. Resource Unit to accurately track personnel.
2. Situation Unit to ensure 209s are delivered to Business Support Team (BST) and UC.
3. Situation Unit to interface with Operations Section.
4. Complete an IAP for Day 4 operations. The IAP will include, but is not limited to, the following:
 - a. Dispersant Plan,
 - b. In Situ Burn Plan,
 - c. Medical Plan,
 - d. Communications Plan,
 - e. Lightering Plan,
 - f. Waste Management Plan, and
 - g. General Plan.



5. Engage appropriate resource agencies in Anchorage (e.g., U.S. Department of Interior (DOI)/ United States Fish and Wildlife Service (USFWS)) for Places of Refuge determination. Facilitate participation if travel is not possible.
6. Environmental Unit: work on the following:
 - a. Waste Management Plan,
 - b. Places of Refuge,
 - c. Nearshore protection,
 - d. SCAT expands in number of teams and geographic area of coverage. Continue site evaluations on impacted shorelines. First two onshore strike teams can be recruited, trained and dispatched to the field in 6 days. Additional strike teams can be assembled and trained in 14 days,
 - e. Work with agencies to review, finalize and approve the Shoreline Cleanup Plan. Use injects provided from the Shore Assess database to determine what segments have the Shoreline Treatment Recommendation Transmittal (STRT) Forms populated with SCAT information. Test the process of completing the STRT forms and working with agencies for approval of the Shoreline Treatment Recommendations. Submit the approved forms to Operations.
 - f. Natural Resources Damage Assessment (NRDA), and
 - g. Ensure wildlife capture teams are operating and that captured wildlife is transferred to rehabilitation centers.
7. Priority protection sites include:
 - a. Herring spawning areas in Rocky Bay,
 - b. Harbor Seal areas at Montague Point, Schooner Rocks, Rocky Bay, Big and Little Smith Island, Agnes Island, and
 - c. Sea Otter concentrations around the NW tip of Montague Island and the NE point of Naked Island and the SW point of Peak Island.
8. Documentation Unit: Follow through on chain of custody.
9. Submit General Plan to UC for review.

LOGISTICS SECTION

1. Ensure timely ordering of OOR resources.
2. Security Unit to work on the following:
 - a. Pre-badge response organization,
 - b. Provide on-site security at portable buildings at VEOC,
 - c. Develop a Security plan for field response, and
 - d. Deploy RedLine Solutions Personnel Tracking Software.
3. Facilitate information transfer between APSC/SERVS and BP Shipping.
4. Effect deployment of Community Liaisons to Tatitlek, Homer, Cordova and Chenega.
5. Provide for re-fueling of Tier I and II Fishing Vessels. Approximate need is 180,000 gallons combined of diesel and unleaded fuel.
6. Provide for re-supply of food and water for Tier I and II Fishing Vessels.
7. Continue to develop logistical supply/re-supply infrastructure in the communities of Whittier, Homer, Cordova and Kodiak.

8. Simulate receipt of additional supplies of dispersant into Alaska.
9. Simulate the following logistical arrangements:
 - a. Lodging,
 - b. Meals,
 - c. Transportation, and
 - d. Additional resources needed and transported to PWS; OOR resources arrive for Nearshore OOR/task forces 6-8; prioritize establishment of logistics centers that include staging and assembly areas and load out facilities in Cordova, Whittier, Homer and Kodiak. Additional locations are assessed and implemented as required.

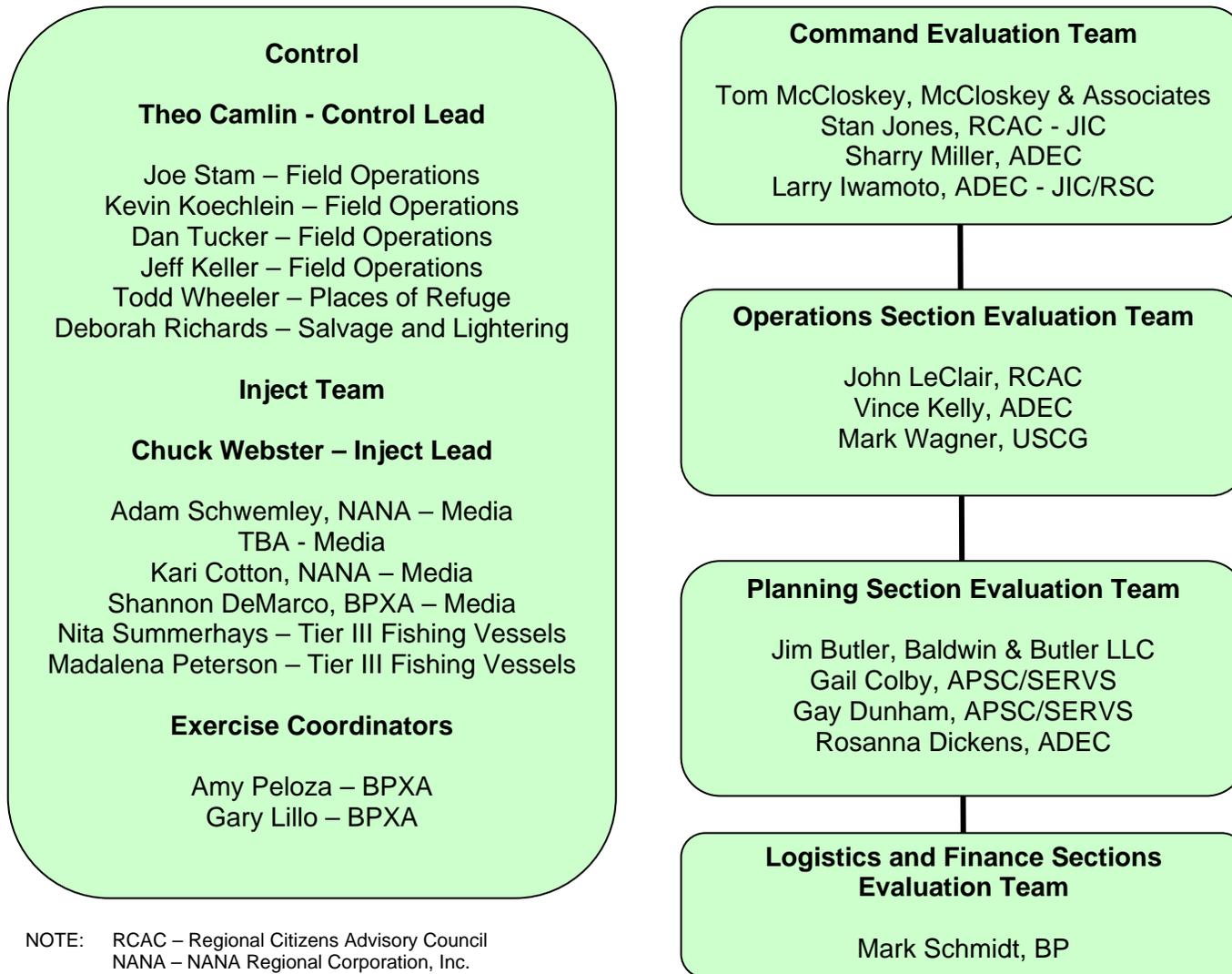
FINANCE SECTION

1. Document costs.
2. Provide Daily Burden Rate Report.
3. Develop Contracts to include Letter of Intent to Tier III vessel owners.
4. In coordination with APSC, practice the full Tier III Fishing Vessel Activation Process to include:
 - a. Recruitment of potential fishing vessel owners,
 - b. Execution and delivery of contract for services,
 - c. Activation of contact with PWS Community College to enable delivery of Tier III Fishing Vessel Crew 8 hour Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) Training, and
 - d. In coordination with community Fishing Vessel Administrator and Tier III Assistant, simulate dispatch to Nearshore staging area of newly contracted vessels.
5. Effect the assumption of assignable contracts from APSC/SERVS according to the terms of the Oil Spill Response Agreement with APSC.
6. Effect the borrowed servant provision to augment the IMT with critical APSC/SERVS personnel according to the terms of the Oil Spill Response Agreement with APSC.
7. Proactively manage human resource issues, including:
 - a. Temporary employee re-assignments,
 - b. Compensation,
 - c. Phone bank for employee family issues,
 - d. Provision of indoctrination to the Valdez environment for incoming personnel, and
 - e. Developing a strategy for acquiring emergency response relief workers from other BP locations around the globe.
8. Enable processing of claims.

COMMAND SECTION

1. Establish and staff JIC.
2. Establish and maintain a BP Public Information Emergency Response (PIER) website.
3. Conduct a Press Briefing at 1:00pm.
4. Deploy Community Liaisons to the following communities:
 - a. Tatitlek,
 - b. Chenega,
 - c. Cordova, and
 - d. Homer.
5. Exercise the RSC for the following communities:
 - a. Tatitlek,
 - b. Chenega,
 - c. Cordova, and
 - d. Homer.
6. Develop a site safety plan.
7. Provide legal interface.
8. Practice interface with BST in Anchorage

**Figure 5
Area Exercise
Exercise Control, Inject Team and Evaluation Team
Organizational Chart**



Communications Plan

During the tabletop, Participants will use several types of communications equipment. In addition to landline telephones and facsimile machines, cellular telephones and computer e-mail will be used. Participants should use the communications equipment they would use in a real event.

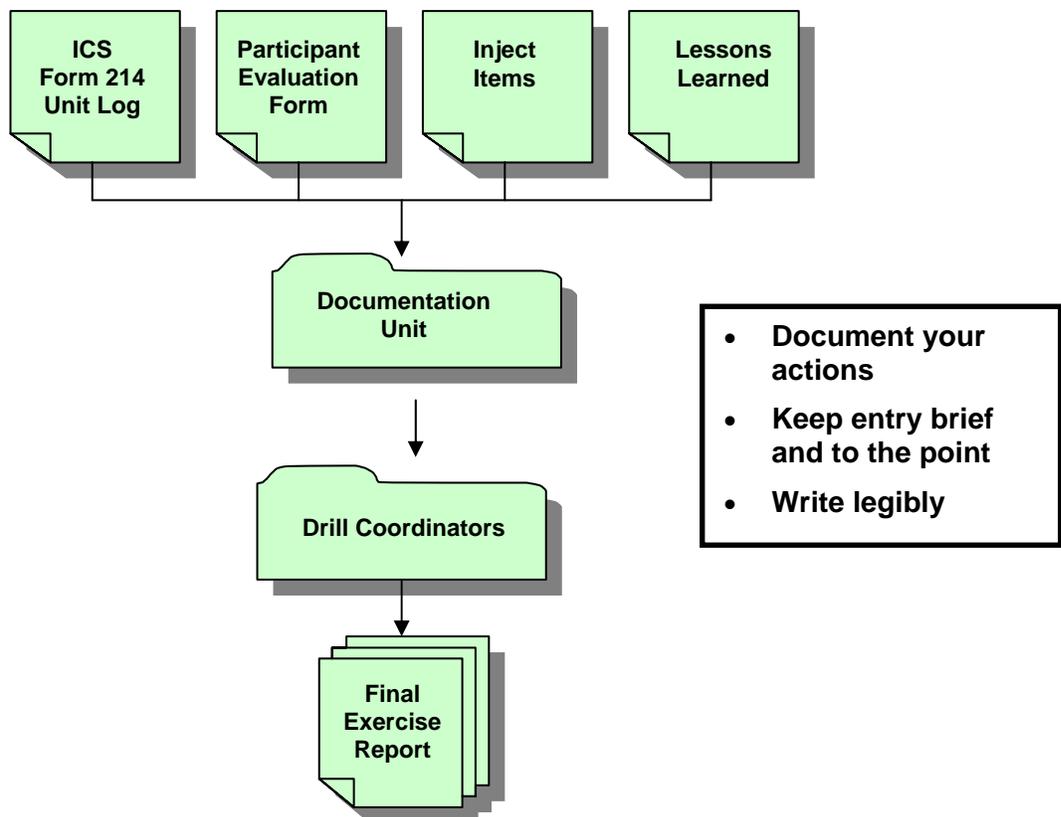
When making telephone calls, sending faxes, sending e-mails, etc. to locations outside the Incident Command Post, participants must remember to begin and end each conversation or written correspondence with the phrase:

“THIS IS A DRILL, THIS IS A DRILL.”

Data Collection & Documentation

A major function of a response organization is to document the actions taken to respond to the spill. The same is true in an exercise. The information must be captured to provide the basis for the lessons learned and plan improvements.

1. Each ICS Section will complete ICS Form 214 Unit Log as if this was an actual response.
2. Each ICS Section will be given a Participant Evaluation Form. The form should be completed by every Participant and turned in at the end of play or no later than the debrief the following morning.
3. Each ICS Section will be given certain Inject Items to take for action. They should address specific problems or issues noted during the exercise.
4. Each ICS Section will document appropriate lessons learned from the exercise into a Lessons Learned Report.
5. Copies of all forms will be collected by the ICS Section Controllers and brought to Exercise Control.
6. The information will be compiled by the Documentation Unit into the final Exercise Report.



PRINCE WILLIAM SOUND/BP SHIPPING ALASKA MAIDEN EXERCISE PARTICIPANT EVALUATION FORM

Record observations and recommendations. Please be specific. Use additional sheets as needed in order to record all input from Participants

Observation:
Recommendation:

Observation:
Recommendation:

Observation:
Recommendation:

Observation:
Recommendation:



Attachments

ATTACHMENT 1

SCENARIO 809

ATTACHMENT 1

SCENARIO 809

SID #4 SECTION 1

SCENARIO 809

1.1 Introduction

Scenario 809 describes a response to a hypothetical, crude oil spill of 809,080 barrels. In compliance with ADEC Guidance provided 10/23/00, this 2002 PWS Scenario represents a spill equal to 60 percent of the largest TAPS trade tanker capacity less prevention credits of 11 percent. This scenario could also be used for a spill of any size as specified in ADEC regulations.

Scenario 809 is only one of any number of possible scenarios. In particular, it is designed to illustrate strategies and procedures in response to a hypothetical spill at a particular time and place, under numerous assumed conditions. Basic but high level hypothetical Unified Command decisions must also be assumed. Assumed facts or decisions could be entirely different for similar or different events. Circumstances could exist that would dictate different priorities, strategies, and equipment deployments.

ADEC regulations 18 AAC 75.425(e)(F) state that scenario submittals contain, “a description of the discharge containment, control, and cleanup actions to be taken, which clearly demonstrate the strategies and procedures adopted to conduct and maintain an effective response; this information must be presented in the form of a response scenario to a discharge of the applicable response planning standard volume and must be usable as a general guide for a discharge of any size; response strategies must include . . .” Plan holders have included compliance summary tables in Appendix A that closely track and demonstrate compliance with scenario regulation 18 AAC 75.425(e)(F).

This scenario should not be used for determining compliance with Response Planning Standards contained in ADEC regulation. Rather, in 12/14/00 and 08/20/01 meetings, ADEC specified equipment levels documented in an Anvil process Engineering Study were to be used. These equipment levels have been found sufficient to satisfy RPS regulations. Readers are cautioned it is possible additional or different resources would be utilized in a drill or event. Alternative organization of response resources could also be used to meet the same or similar response objectives as those described in this scenario. It is important to note that Unified Command can make alternative decisions for allocations of resources to more efficiently meet response conditions during an incident. Decisions and equipment referenced in scenarios are not intended and should not be interpreted as performance guarantees or other commitments.

Early response strategy development is described in some detail, while those in later days carry forward Unified Command principles and decisions to illustrate:

- Procedures to gather information necessary to make decisions,
- Goals, objectives and other priorities of the Unified Command, and
- Execution of their directives.

Certain details in the scenario are added for purposes of illustration. The scenario does not fully describe a myriad of other activities that would be underway. Tactical information including manpower, operations, equipment, etc. is found in greater detail in Part 3, SID #1. These activities may support or service deployed resources, maintain communications among responders and with affected communities, assess damage, secure incident facilities and work areas, and process claims.

Many of these details can be gleaned from other parts of the Plan (*SID #2 and #3*). Scenario 809 also does not contain speculation on SONS ICS configurations or actions taken outside PWS. This scenario was specifically written to show the full spectrum of response capabilities and designed to show response processes.

1.1.1 Scenario Components

The scenario is composed of:

- Introductory text,
- A map that depicts the estimated geographic extent of potential response operations,
- A timeline of objectives, strategies and tasks,
- Resource mobilization information,
- A summary of the estimated amount of equipment used for this scenario, and
- Organization charts that show the expansion of the response.

The introductory text explains assumptions and basic background information to use in reading subsequent material. The map depicts area where response operations are conducted in the scenario based on hypothetical weather conditions. The majority of tasks initiated to support strategies and objectives are contained within the timeline table and were written to provide details on response processes. Supporting the timeline is the response mobilization chart that can be utilized for visualizing initial equipment deployment, but can not be used for visualizing re-assignment of resources. The Equipment Tally Sheet provides estimates of the number of resources used to respond to this hypothetical incident and provides an indication of how the response organization expands. Organization charts are the final component to show expansion of the organization. Days 1, 3, 6, and 9 were specifically selected for inclusion in the scenario because they show discernible changes in the expansion process. These components were tailored to provide specific information and are not stand-alone sections. Each balances and supports other scenario sections.

1.1.2 Assumptions

This scenario is the result of an ADEC-specified work group process which included plan holders, ADEC, and PWSRCAC. Through the work group process, certain decisions were made resulting in basic assumptions as the foundation of this scenario. These include the following:

- Equipment Tally Sheets and Resource Mobilization Charts are continued to Day 11.
- Organization Charts for Days 1, 3, 6, and 9 are included.
- Detailed response decisions included through Day 9.
- Detailed response information is included for PWS. Additional response planning and activities would likely be occurring in other areas, but these are not discussed in detail in this hypothetical response.
- The amount of oil released is 809,000 bbls in continuous release, with the remaining oil lightered from the tanker.
- The weather is below Realistic Maximum Response Operating Limits for duration of scenario.
- The weather was adopted from previously approved contingency plans.
- Equipment recovery efficiency calculations are adopted from Anvil Study and subsequent approvals.
- Fourteen Nearshore Out-of-Region Task Forces are utilized and planned to be on-scene by Day 11. (see resource mobilization chart and equipment tally sheet for details).
- Two Tankers of Opportunity are planned with two additional tankers being requested.

1.1.3 Abbreviations

Abbreviations used throughout this scenario are contained in the following table.

Abbreviation	Description
B	In-situ Burning
CMT	Crisis Management Team
COTP	Captain of the Port
D	Dispersant
F/V	Fishing Vessel
FAA	Federal Aviation Administration
FO	Free Oil
FOSC	Federal On-Scene Coordinator
FVA	Fishing Vessel Administrator
GRS	Geographic Response Strategy
HP	Hatchery Protection
IC	Incident Commander
ICS	Incident Command System
IMT	Incident Management Team
JIC	Joint Information Center
NOP	Next Operating Period
NS	Nearshore
O	Onshore
OOD	Out-of-Region
OW	Open Water
PIO	Public Information Officer
PWS	Prince William Sound
RCAC	Regional Citizens Advisory Council
RP	Responsible Party
SCAT	Shoreline Cleanup Assessment Team
SERVS	Ship Escort Response Vessel Service
SONS	Spill of National Significance
SOSC	State On-Scene Coordinator
SP	Shoreline Protection
ST	Strike Team
TF	Task Force
TOO	Tanker of Opportunity
USCG	United States Coast Guard
VEOC	Valdez Emergency Operations Center
VOSS	Vessel of Opportunity Skimming System
NSF	National Strike Force
SUPSALV	Supervisor of Salvage

1.2 Scenario 809

Per agreement with ADEC and for purposes of this submittal, no explanation is required as to why a tanker is assumed to have gone aground, or why rescue attempts did not work.

Vessel:	211,000 DWT Tanker
Location:	Zaikof Point, Montague Island
Time:	Early April - 00:05
Weather:	Day 1 through Day 3: Winds SE at 18 knots, seas are 1.8 meters.
	Day 4: Winds <20 knots; Seas <1.8 meters
	Day 5: Calm
	Day 6: Afternoon – Winds <25 knots; Seas <2.5 meters
	Day 7 through Day 9: Calm
	Day 10: Winds <20 knots; Seas <1.8 meters
	Day 11 through Day 16: Calm
Oil Loss:	809,080 barrels as follows: Day 1 = 300,000 barrels Days 2 – 3 = 165,000 barrels per day Days 4 – 6 = ~ 45,000 barrels per day Day 7 = 44,080 barrels
Duration of Scenario:	16 days/Indefinite

1.2.1 Initial Response Activities

In early April, a tanker departs the Valdez Marine Terminal and approaches Hinchinbrook Entrance. An escort vessel is 0.25 miles astern of the vessel. Low tide at Port Etches is at 5:03am.

The tanker reports difficulty to its escort vessels and the USCG. The call is received by the USCG Valdez office and the SERVS Prevention and Response Specialist, and is monitored at the Duty Office. The Prevention and Response Specialist reports the situation to the SERVS Duty Officer. It is further assumed the tanker runs aground within 25 minutes of its report in the vicinity of Zaikof Point on Montague Island at 60° 18' North latitude, 146° 55' West longitude. The tanker is extensively damaged and leaking its oil cargo.

The following actions occur within the first hour of grounding.

- Ship's Master (*Checklist 1.2*) completes the required regulatory and company notifications after reporting the grounding.
- SERVS Duty Officer (*Checklist 1.3*) notifies the Operations Control Center Controller (*Checklist 1.4*) at the Valdez Marine Terminal and initiates SERVS Initial Response Notification Procedures.
- SERVS Manager (Incident Commander) (*Checklist 1.6.1*) directs the SERVS Duty Officer to have all available off duty SERVS staff report immediately to the SERVS Base, and directs the SERVS Response Operations Team Lead (Operations Section Chief) (*Checklist 1.6.2*) to mobilize appropriate SERVS vessels to the incident (*Supplemental Information Document #2*).

The initial equipment mobilized for the response includes:

- Task Force (TF) #1: TransRec Barge with towing vessel from Port Etches.
- Task Force #2: TransRec Barge with towing vessel from Naked Island.

- Task Force #3: TransRec Barge with towing vessel from Valdez.
- Task Force #4: TransRec Barge with towing vessel from Valdez.
- Task Force #5: Skimming vessel Valdez Star with Allison Creek from Valdez.
- Task Force #6: Lightering/Nearshore barge with tug from Valdez.
- Barge Responder 500-2 (with towing vessel from Valdez).

Figure 1-1 Geographic Area of Initial Response Operations provides an estimate of the geographic extent of the response on various days and is based on no recovery operations. Readers are referred to Part 3, SID #3, Section 3 for discussion of modeling oil spill trajectories. The timeline in *Section 1.2.2* provides details of response actions taken in response to the incident previously described. Equipment mobilized to respond to the spill is graphically depicted on the Resource Mobilization Chart (*Section 1.2.3*). Estimates of the amount of equipment deployed and estimated arrival is found on the Equipment Tally Sheet (*Section 1.2.4*). As personnel arrive to assume their duties, the response organization expands as detailed on the Organization Charts (*Section 1.2.5*).

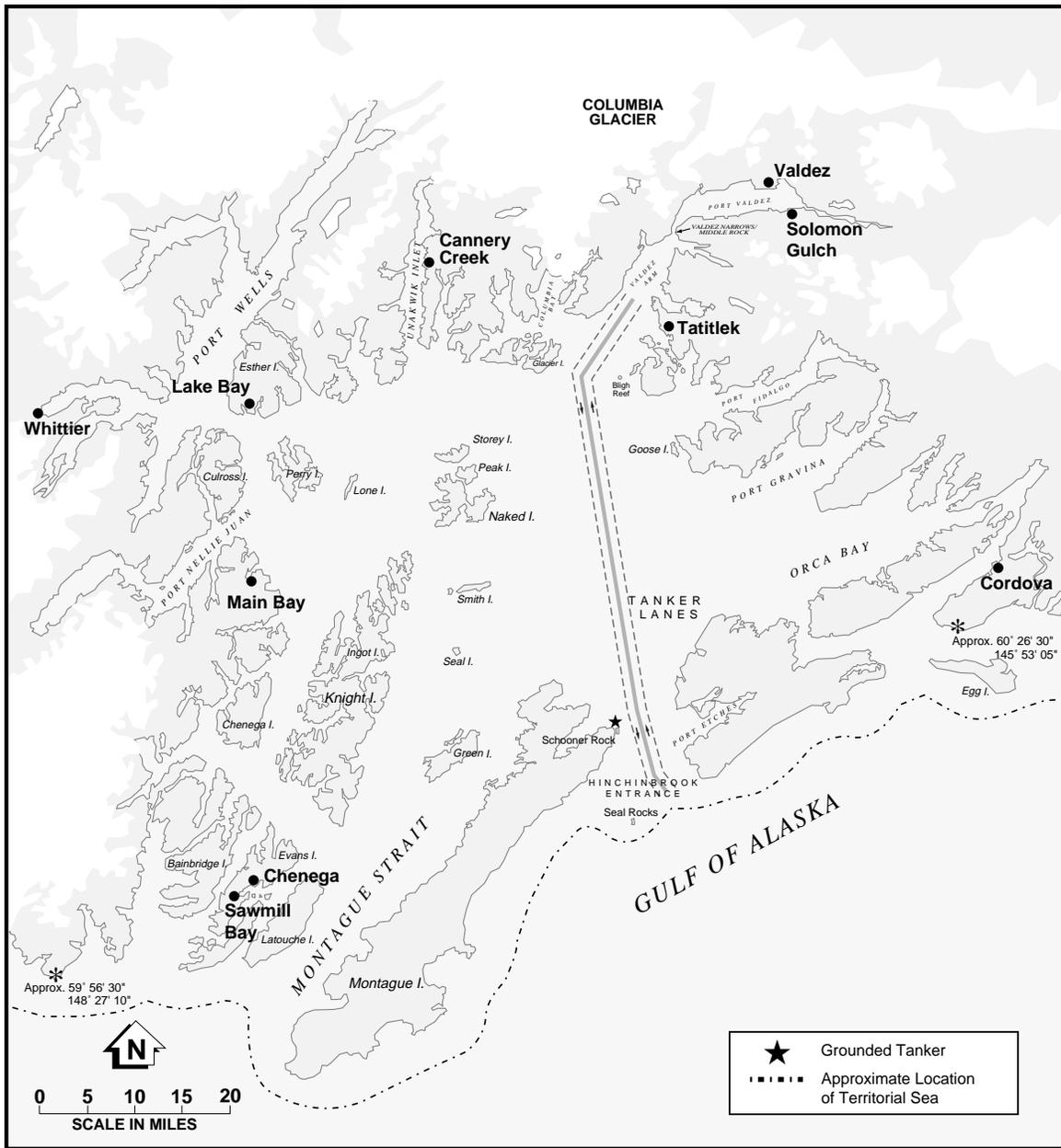


Figure 1-1 Geographic Area of Initial Response Operations
 (Refer to Part 3, SID #3, Sec. 3 for discussion of modeling oil spill trajectories)

1.2.2 Timeline Table

Day 1	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	Develop and implement safety plans; assure safety of crew, vessel stability, and safety of lightering. Control shipping and air traffic
	Containment, Control, and Recovery of Discharge Oil	Secure tanker and stop source; request TOO for lightering; maximize released oil recovery; maintain OW/TF in thick oil; burn and disperse where effective; maintain surveillance; implement Zaikof Bay mitigation; initiate waste collection; maintain staging areas; evaluate OOR resource needs.
	Protection of Sensitive Resources	Maximize shoreline protection. Deploy sites within spill trajectory first. Off trajectory sites are prioritized by location relative to trajectory. Protect Lake Bay and Cannery Creek Hatcheries. Protect designated sensitive areas on oil trajectory starting with sites nearest spill source (Smith, Seal, and Naked Islands).
	Establish Stakeholder Communications	Begin communications with PWS and AK communities; commence press briefings twice per day; commence fact sheet releases; meet with RCAC, et al.

Day 1	Hours 0 - 6	Hours 6 -12	Hours 12 - 24
Scenario Conditions	<ul style="list-style-type: none"> Scenario weather is below RMROLs. Winds from SE, 18 knots Seas from 1.8 m Occasional broken clouds, occasional rain Visibility 10 miles except areas of patchy fog Range of conditions varies through time and across the scenario incident area in PWS. 	<ul style="list-style-type: none"> The estimated loss is between 250,000 and 300,000 barrels of oil based on tank gauging. 	<ul style="list-style-type: none"> RP reports that tank gauging indicates approximately 300,000 barrels of oil have been lost and tanker will likely lose more.
Incident Management	<ul style="list-style-type: none"> Activate Alyeska /SERVS ICS Organization, VEOC and Unified Command (UC). Notification and activation strategies of ICS, RP, and UC are described in Part 1. RP is notified by SERVS and tanker to provide casualty management and response teams. UC is operational at VEOC. ICS organization directed by UC begins to develop response plans. All notifications completed. FOSC requests appropriate USCG equipment and resources be made available. Incident Safety Plan is developed. FOSC closes Hinchinbrook Entrance. Incident Commander is identified and transitions with Initial IC. RP mobilizes their emergency response organization. USCG COTP-Valdez requests SONS designation. Alyeska Incident Management Team is staffed. ICS position transitions occur. A 201 briefing is held. IC orders development of an initial Site Safety and Monitoring Plan for all operational areas. Medical plan is developed and medical personnel mobilized to the barge 500-2 emergency medical facility. Other applicable permitting is initiated. 	<ul style="list-style-type: none"> Safety reports to UC that all on site have proper training. First press briefing occurred. Initial fact sheet released. 2 press briefings per day scheduled. Spill designated as SONS. Operations periods are defined and meeting schedule established. UC approves: <ol style="list-style-type: none"> 1) Seeking more fire boom from other AK coops 2) Activating 3 more in region NS FO/TF and 3 NS OOR FO/TF and 3) Securing deck barges for debris and waste management. RP establishes claims office in Valdez. Vessel decontamination plans begin to be developed. PIO begins communications with Stakeholders. FOSC authorizes notices to mariners and aircraft. COTP establishes waterway controls. FAA closes air space. First IAP prepared and approved for NOP. NOAA joins Planning Section. Establish web page and update frequently. Environment Unit Leader and Trustee agencies identify environmentally sensitive sites and present to UC. RP activates community liaison program. Liaisons arrive throughout Days 1-3 in Valdez, Cordova, Whittier, Seward, Homer, and Kodiak to provide information to and receive feedback from area communities. 	<ul style="list-style-type: none"> Night shift prepares NOP IAP. UC activates appropriate industry and government mutual aid agreements.
Logistics	<ul style="list-style-type: none"> Utilize commercial and/or military aircraft to relocate 	<ul style="list-style-type: none"> Mobilize air charters to transport personnel and 	<ul style="list-style-type: none"> Initiate mobilization of OOR resources including

Day 1	Hours 0 - 6	Hours 6 -12	Hours 12 - 24
	<ul style="list-style-type: none"> dispersant supplies to Anchorage from Lower 48 stockpiles. Establish re-supply sources consumables. 	<ul style="list-style-type: none"> equipment. Secure accommodations for incoming personnel. Secure dock space in Valdez, Cordova, and Whittier. Logistics Section makes arrangements to provide: <ol style="list-style-type: none"> 1) Remote aircraft refueling depots and coordinate with Air Operations; 2) Load out facilities at the Old City dock and Valdez Container dock; 3) Staging and assembly areas at SERVS and VMT; 4) Vessel support facilities at SERVS, Valdez, and Cordova City docks; 5) Waste storage tanks and ore bins to be staged in Valdez and; 6) Equipment and vessel decontamination facilities. Communications Unit develops and implements a communications plan. Food Unit implements planning and resourcing for personnel. 	<ul style="list-style-type: none"> fishing vessels and equipment. Identify Tier III fishing vessels.
Safety	<ul style="list-style-type: none"> On-scene Prevention and Response Specialist conducts 201 safety assessment. Safety Officer develops and implements Incident Safety Plan. Responders' training records checked. 	<ul style="list-style-type: none"> Conduct air monitoring prior to arrival of fishing vessels. Activate HAZWOPER training center(s) including fishing vessel training. 	<ul style="list-style-type: none"> Establish safety briefing schedule.
Fire Control	<ul style="list-style-type: none"> Vessel crew reports that no fire fighting actions or assistance are required. 	<ul style="list-style-type: none"> FOSC establishes casualty safety zone and provides notice to mariners. 	<ul style="list-style-type: none"> Monitoring for LELs continues on board vessel and response barges.
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> RP briefs IC on initial damage assessment. Oil will continue to discharge until lightered. COTP priority is vessel crews' safety and minimizing oil release. OW/TF #6 mobilized for lightering service. 	<ul style="list-style-type: none"> Lightering Plan is submitted to and approved by USCG. Lightering operations will begin following arrival of barge and when conditions are safe. Options for relocation of tanker are evaluated. 	<ul style="list-style-type: none"> Tanker Master reports that the discharge continues.
Damaged Tank Transfer and Storage		<ul style="list-style-type: none"> Water depth around the tanker is measured to assess feasibility of bringing a lightering barge and or TOO alongside. Lightering barge is on-scene. Lightering to barge commences. 	<ul style="list-style-type: none"> First TOO is on scene. Lightering to TOO commences. OW/TF #6 is released from lightering service.
Discharge Tracking and Surveillance	<ul style="list-style-type: none"> Responders on-site report oil movement direction. Trajectory analysis forecasts continued with northwesterly oil movement predicted. SERVS prepares to deploy tracking buoys. 	<ul style="list-style-type: none"> Oil spill trajectory modeling indicated potential oil contacts on northern points of Montague Island with Smith, northern Eleanor, and Naked Islands at risk within a day. 72-hour forecast predicts oil to reach Eaglek Bay and SE Esther Island by day 3 or 4 if not recovered. Longer-range trajectory was for oil to potentially reach SE Eleanor and Ingot Islands by day 6 or 7. Utilize aircraft surveillance flight(s) to compile incident overview of oil movement. Access to NOAA and other real time data is authorized. 	<ul style="list-style-type: none"> Real time data, offshore current information is used with responder observations to update trajectories.
Containment, Control, and Recovery	<ul style="list-style-type: none"> TransRec barge located at Port Etches is retrieved. OW/TFs #1 - 4 will be positioned in thickest oil. OW/TF#1 and #2 arrive on-scene and begin to deploy equipment. SERVS Vessel Operations Team Lead and On-scene Safety Officer travel to the tanker to perform 	<ul style="list-style-type: none"> Barge 500-2 is on-scene for recovered oil transfer. OW/TF#3 and #4 arrive on-scene and join recovery OW/TF#5 will be positioned to capture oil that OW/TFs #1 - 4 don't capture. Operations and Planning Sections prepare a Nearshore Response Plan. 	<ul style="list-style-type: none"> The pre-contracted support vessel arrives on-scene and delivers personnel and equipment as directed (see Part 3, SID#1, Table 1-1 for definition of "support vessel"). Use shallow-water, nearshore response efforts to support open-water recovery and minimize potential

Day 1	Hours 0 - 6	Hours 6 -12	Hours 12 - 24
	<ul style="list-style-type: none"> a site assessment. Entrapment/diversion booming teams will be formed to divert oil into agency approved areas. OW/TF #1-2 TransRec barges will remain close to tanker as long as a significant quantity of oil continues to escape. The first two Nearshore Free Oil Recovery Task Forces (NS FO/TF's #1 and #2) are activated and dispatched to staging areas. IC directs the Operations Chief to prepare a Zaikof Bay mitigation plan. 	<ul style="list-style-type: none"> NS FO/TFs #1 - #2 are deployed as vessels arrive. Staging Area Branch begins designating safe harbors. Initial core fleet fishing vessels arrive on-scene and begin to deploy open water containment boom. Sites are identified and prioritized as oil collection areas for concentrating oil for recovery. Begin evaluating the need for and use of out of region resources. Activate NS FO/TF #3. 	<ul style="list-style-type: none"> sensitive area impacts. Utilize fishing vessel deployed boom to concentrate oil for smaller VOSS systems of nearshore effort and diversion/deflection booms in nearshore efforts to deflect or exclude oil from sensitive areas. Activate NS FO/TF #4.
Non-Mechanical Response	<ul style="list-style-type: none"> Dispersant application resources placed on standby. FOSC authorizes dispersant use in Zone 1 areas. Applications to use dispersant in Zones 2 and 3 are submitted to agencies. 	<ul style="list-style-type: none"> Dispersant sorties commence. Dispersant monitoring personnel and equipment for Zones 2 and 3 are on-scene. Applications to use in-situ burning are submitted. In-situ Burning Plan is approved by the ARRT. Acquire additional supplies of boom and ancillary equipment and consider outfitting additional in-situ burning task forces on subsequent days. 	<ul style="list-style-type: none"> Begin In-situ burning operations with B/TF #1. In-situ burning to continue as long as suitable volumes and conditions exist.
Recovered Oil Transfer and Storage	<ul style="list-style-type: none"> Second TOO requested. 		<ul style="list-style-type: none"> Second TOO is inbound and dedicated for secondary storage service.
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> Waste Collection strike team is mobilized. 		<ul style="list-style-type: none"> Waste Collection strike team is mobilized. Transfers from mini barges to storage barges commences and continues throughout scenario
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Mobilized Hatchery Protection for hatcheries within trajectory (Lake Bay and Cannery Creek). Shoreline protection is mobilized with Barge 500-2 and F/Vs. Other hatcheries are placed on standby. Shoreline protection will be supplemented with hatchery protection resources reassigned as hatchery deployment(s) are completed. 	<ul style="list-style-type: none"> Hatchery protection strike teams are on scene. A list of identified sensitive areas that may be impacted is given to UC for prioritization. First priorities are areas within trajectory, with decreasing priority as distance from trajectory increases. Barge 500-2 is on scene to support nearshore operations. Nearshore Group will activate additional protection resources, following UC direction. 	<ul style="list-style-type: none"> Free Oil recovery and shoreline deflection/exclusion tactics will be used. Resources from nearshore, onshore and hatchery responses will be used to protect sensitive resource areas as prioritized by UC. Use shore-based collection and exclusion activities for high priority/sensitive areas in an effort to minimize sensitive area impacts.
Wildlife Protection and Response	<ul style="list-style-type: none"> Wildlife Rehabilitation Unit is activated. Wildlife task forces are mobilized. 	<ul style="list-style-type: none"> Breco waterfowl hazing units are transported to field. 	
Shoreline Cleanup Plan	<ul style="list-style-type: none"> A shoreline cleanup assessment plan will be developed. It will include removal of debris above high tide line where oil is predicted to impact. 	<ul style="list-style-type: none"> Responders requested for onshore clean up. 	

Day 2	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	Implement safety plans. Assure lightering plan and air operations plans are followed.
	Containment, Control, and Recovery of Discharge Oil	Secure tanker and stop source; lighter as much oil as possible; maximize oil recovery; maintain OW/TF in thick oil; burn and disperse where effective; maintain aerial surveillance; implement mitigation plan in Zaikof Bay; maintain staging areas through PWS; mobilize Out of Region equipment. Use nearshore resources for recovery of stray oil and shoreline protection.
	Protection of Sensitive Resources	Maximize shoreline protection; maintain protection at Lake Bay and Cannery Creek Hatcheries. Protect off trajectory hatcheries (Main Bay and Sawmill Bay). Protect designated sensitive areas on trajectory (e.g. Eleanor, Naked, and Lone Islands). Deploy SCAT teams beginning with impacted sites nearest incident site. Mobilize wildlife capture and treatment resource on Montague to Eleanor Island.
	Maintain Stakeholder Communications	Continue communications with PWS and AK communities; continue press briefings and fact sheet releases.

Day 2	Hours 0 – 6	Hours 6 – 12	Hours 12-24
Scenario Conditions	<ul style="list-style-type: none"> Weather is unchanged. Cargo loss from tanker was 300,000 barrels on day one and is continuing. 	<ul style="list-style-type: none"> The slick is moving towards Smith Island with contact expected by mid-day. Oil contact with Naked Island is expected by end of day. 	<ul style="list-style-type: none"> Tanker reports continue release of oil. Total amount released estimated at 465,000 barrels by 1800.
Incident Management	<ul style="list-style-type: none"> ICS structure and staffing continues to expand throughout the response as outlined in Organization Charts. Alyeska's and the RP's emergency response organizations are integrating their teams. USCG stands up its SONS UC in Anchorage. SONS UC takes responsibility for media and governmental relations, claims, etc. Liaisons and daily reports are established. Go to 24-hr IAP Establish a team to initiate work on the General Plan. UC reconfirms dispersant and burning approvals with FOSC. Meetings scheduled and held throughout the response. 	<ul style="list-style-type: none"> Additional USCG and RP personnel arrive. Some are being airlifted to the site. Plan for re-floating the tanker once discharge has been stopped approved by USCG. NOAA is directed to join the ICS Planning Section. Evaluate locations of claims offices. Environment Unit coordinates with trustee agencies regarding wildlife response. Consult with people who have local knowledge regarding the spill area throughout the response. 	<ul style="list-style-type: none"> A briefing is provided to media at the Anchorage SONS Emergency Operations Center. IAP for Day 3 is submitted, reviewed and approved by UC. UC is given the transition plan.
Logistics	<ul style="list-style-type: none"> Out-of-region equipment is in transit from Alaska and West Coast Coops. USN SUPSALV and USCG NSF assets for task forces ordered for additional recovery. 	<ul style="list-style-type: none"> Begin acquisition of additional out of region resources, as needed, from worldwide stockpiles, Alaska and Lower 48 cooperatives, manufacturers, etc. for nearshore operations. 	<ul style="list-style-type: none"> IAP for Day 3 resources equipment for NS OOR/TF 6-8 due to be operational by hour 72.
Safety		<ul style="list-style-type: none"> Identify and assign field safety officers. Establish communication between Field Safety Officers and Command Staff Safety Officer. Continue atmospheric monitoring. Update safety plan to increase monitoring to match increase in workforce. Expand fishing vessel training program and HAZWOPER training for new personnel including downstream communities as appropriate. 	
Fire Control	<ul style="list-style-type: none"> On-scene personnel evaluate fire risk and safety of ongoing ISB operations. 	<ul style="list-style-type: none"> Monitoring for LELs continues on board vessel and response barge throughout the response. Cargo atmospheres are inerted as needed throughout the response. 	
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> Continue lightering to TOO #1 		
Damaged Tank Transfer and Storage	<ul style="list-style-type: none"> TOO remains on-scene for lightering. 		
Discharge Tracking and Surveillance	<ul style="list-style-type: none"> Aerial resources assist with slick trajectory tracking and modeling. Real time data used to track slick and trajectory modeling. Military recon assets requested. 	<ul style="list-style-type: none"> Aerial reconnaissance continues. Real time data of PWS and offshore ocean current information is obtained to assist with slick monitoring. Planning Section produces a 36-hour trajectory analysis. Tracking buoys are deployed at slick's leading edge. 	
Containment, Control, and Recovery	<ul style="list-style-type: none"> OW/TFs #1 – 4 maintain position in thick oil near tanker. Entrapment and diversion booming enhance natural collection in Zaikof Bay. 	<ul style="list-style-type: none"> Based on reconnaissance results, OW/TF #1-5 are repositioned to operate in thickest concentrations of oil. Nearshore Task Force NS FO/TF's #1 and #2 are 	<ul style="list-style-type: none"> OW/TF #6 is reassigned to support nearshore operations.

Day 2	Hours 0 – 6	Hours 6 – 12	Hours 12-24
	<ul style="list-style-type: none"> NS FO/TF #3 on scene. 	assigned North of Montague. <ul style="list-style-type: none"> NS FO/TF #4 on scene. Activate NS FO/TF #5. Activate NS OOR/TF #6. 	
Non-Mechanical Response		<ul style="list-style-type: none"> Dispersant (D/TF#1) and In-situ Burning (B/TF#1) commence Day 2 operations. 	<ul style="list-style-type: none"> Dispersant sorties were completed.
Recovered Oil Transfer and Storage		<ul style="list-style-type: none"> OW/TF #6 offloads to second TOO. 	<ul style="list-style-type: none"> Offloading of recovered oil from TransRec barges is to begin at approximately 2100 hours into second TOO.
Temporary Storage/Ultimate Disposal		<ul style="list-style-type: none"> Second TOO is on-scene and stationed in central location for use as secondary storage. Implement waste management plans. 	
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Additional sensitive areas that may be impacted by oil are identified so they can be prioritized by UC. Operations Representative(s) sent to Seward to discuss protection priorities and equipment needs in the event spill moves out of PWS and into GOA. Field command post and staging area would grow as necessary based on nature and trajectory of spill. 	<ul style="list-style-type: none"> Nearshore resources are dispatched from response centers and assigned to shoreline protection. SP/TF strike team #1 is assigned Smith Island. SP/TF strike team #2 is assigned Seal Island. SP/TF strike teams #3 and #4 assigned where needed. Main Bay and Sawmill Bay Hatchery Protection resources prepare to deploy equipment by Day 3 HP/TF strike teams #3 and #4 complete first boom deployments. 	<ul style="list-style-type: none"> The Environment Unit Leader (<i>Checklist 4.3.10</i>) and Resource Trustee Agencies identify sensitive areas to be prioritized by UC.
Wildlife Protection and Response		<ul style="list-style-type: none"> Stabilization facilities in Valdez and Anchorage have been fully activated. One wildlife capture strike team is assigned to north end of Montague Island area. 	<ul style="list-style-type: none"> Wildlife captures teams transport animals to wildlife stabilization facilities.
Shoreline Cleanup Plan	<ul style="list-style-type: none"> Develop shoreline clean up plan containing shoreline assessment (SCAT) and cleanup strategy elements. Begin implementing UC approved shoreline cleanup and shore based mechanical recovery operations. 	<ul style="list-style-type: none"> One SCATeam is assigned to the areas of Zaikof Bay and Rocky Bay. Personnel and facilities contracted and trained to establish shoreline cleanup task forces. 	<ul style="list-style-type: none"> SCATeam reports shoreline oiling evaluation results.

Day 3	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers; updated safety plan for responders; air operations control according to management plan.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering; maintain OW/TF in thick oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as appropriate; maintain staging areas through PWS; mobilize shoreline clean up crews/equipment.
	Protection of Sensitive Resources	Maximize shoreline protection; maintain hatchery and shoreline protection; protect designated sensitive areas within trajectory. SCAT teams continue site evaluations.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC; community and RCAC outreach; press conference twice per day. Claims process continues.

Day 3	Hours 0 – 6	Hours 6 –12	Hours 12 – 24
Scenario Conditions	<ul style="list-style-type: none"> Weather is expected to continue within the range described on Day 1. 	<ul style="list-style-type: none"> Oil is expected to continue moving to northwest with oil reaching Axel Lind and Dutch Island Groups by end of day. 	
Incident Management	<ul style="list-style-type: none"> Organization continues to expand. Initial General Plan approved. UC approves RP IMT to assume control of incident. 	<ul style="list-style-type: none"> Long-term weather forecast monitored. Meetings are held as scheduled. SCAT expands to five teams. 	

Day 3	Hours 0 – 6	Hours 6 –12	Hours 12 – 24
	<ul style="list-style-type: none"> Consult with local residents to utilize their specific knowledge of potentially impacted resources currently in the area, suitable staging areas, current lodging availability, and waste handling options. 		
Logistics		<ul style="list-style-type: none"> As response needs change, additional resources are located and transported to PWS. Out-of-region resources arrive in Alaska for NS OOR/TF's #6-8. 	<ul style="list-style-type: none"> Prioritize the establishment of logistics centers that include staging and assembly areas and load out facilities in Cordova, Whittier, Seward and Kodiak. Additional locations assessed and implemented throughout response as required.
Safety		<ul style="list-style-type: none"> Continue atmospheric monitoring near recently released oil. Begin ramp up for shoreline clean up safety program. 	
Fire Control			
Source Control (Stopping the Discharge)			
Damaged Tank Transfer and Storage	<ul style="list-style-type: none"> Continue lightering to TOO #1. 		
Discharge Tracking and Surveillance		<ul style="list-style-type: none"> Updated trajectories confirm previous trajectories and observations. Trajectories updated with on-site observations, aerial observations, tracking buoy data and real time data. Oil is predicted to accumulate along Esther Island and Eaglek Bay. 	
Containment, Control, and Recovery	<ul style="list-style-type: none"> NS FO/TF #5 is on scene. 	<ul style="list-style-type: none"> OW/TF #1- 4 continue operations and commence offloading to TOO#2. OW/TF #5 offloads recovered oil to the lightering/nearshore barge and repositions to collect the heaviest concentrations of fresh oil that escaped OW/TF #1-4. NS OOR/TF #6 arrives on scene. 	<ul style="list-style-type: none"> All Tier I and II F/V are on-scene. NS OOR/TFs #7 and #8 arrive on scene. OW/TF #1 and #5 departs for offloading with a return to operations ETA in 24 hours.
Non-Mechanical Response	<ul style="list-style-type: none"> Additional dispersant supplies arrive from Lower 48. 	<ul style="list-style-type: none"> Dispersant operations continue. In-situ burning operations continue. 	
Recovered Oil Transfer and Storage			
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> TOO #2 remains on-scene. Offloading of recovery barges occurs in approved areas. 		
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Sensitive areas that have been prioritized by UC are re-evaluated based on new trajectory. UC directs highest priority areas to be protected. 	<ul style="list-style-type: none"> Sensitive areas have been prioritized by UC and strike teams are being assembled. 	
Wildlife Protection and Response		<ul style="list-style-type: none"> Wildlife capture teams are operating throughout the response area. Vessels not involved in maintaining hatchery protection equipment are reassigned to wildlife protection efforts. 	<ul style="list-style-type: none"> Captured wildlife transported to rehabilitation centers after stabilized.
Shoreline Cleanup Plan		<ul style="list-style-type: none"> SCAT expands in number of teams and geographic area of coverage. SCAT teams continue site evaluations on impacted shoreline (e.g. Naked and Lone Islands and Eaglek 	

Day 3	Hours 0 – 6	Hours 6 –12	Hours 12 – 24
		Bay.) <ul style="list-style-type: none"> • First two onshore strike teams can be recruited, trained, and dispatched to the field in approximately 6 days. • Additional strike teams can be assembled and trained for operations to begin within 14 days. 	

Day 4	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, updated safety plan for responders; air ops control.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering as safety allows; maintain TR barges in thick oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective; maintain staging areas through PWS; continue waste management; mobilize shoreline clean up response.
	Protection of Sensitive Resources	Maximize shoreline protection. Maintain hatchery and shoreline protection; protect additional designated sensitive areas; continue SCAT; expand wildlife capture/rehab.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC, community and RCAC outreach; press conferences twice per day; expand claims processing. PWS/SONS UC video conference

Day 4	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> • Vessel is still leaking at a rate of 2,000 bbls per hour. Total estimated amount released so far is 630,000 bbls. • Weather is expected to be winds <20 knots and seas <1.8 meters. 	<ul style="list-style-type: none"> • Oil is reported within Eaglek Bay • Forecast for Day 5 is for decrease of winds and seas.
Incident Management	<ul style="list-style-type: none"> • Meetings are held as scheduled. • Update recovered oil volumes using third party gaugers. • Update long range trajectories with worst-case release information. • Update General Plan. • Joint PWS and SONS teleconference held to review objectives and strategies. • Tier III fishing vessel training program activation is continuing. 	
Logistics	<ul style="list-style-type: none"> • Logistics follow-up continues from Days 1-3. 	
Safety	<ul style="list-style-type: none"> • Daily safety briefings continue throughout the response. • Safety plans are updated as conditions change throughout the response. 	
Fire Control		
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> • Lightering continues. 	
Damaged Tank Transfer and Storage	<ul style="list-style-type: none"> • Lightering continues. 	
Discharge Tracking and Surveillance	<ul style="list-style-type: none"> • Update trajectories using information described on Day 3. • Weather has broken slick into more patches and ribbons. 	
Containment, Control, and Recovery	<ul style="list-style-type: none"> • Using updated trajectory and observation data, operations are re-evaluated and reassignments made as necessary. • NS FO/TF continue recovering from patches and ribbons and relocated as necessary. • Two OW/TF continue operation while two barges are offloading. • Relocate NS FO/TFs #2-4 northwest in the vicinity of Naked Island. 	
Non-Mechanical Response	<ul style="list-style-type: none"> • Continue use of dispersant and in-situ burning task forces as approved by UC. 	
Recovered Oil Transfer and Storage	<ul style="list-style-type: none"> • OW/TF#2 departs for offloading with return to operations ETA in 24 hours. 	OW/TF #1 and #5 return to service. OW/TF #3 departs for offloading with return to operations ETA in 24 hours.
Temporary Storage/Ultimate	<ul style="list-style-type: none"> • Secondary storage TOO remains on-scene. • Mini-barge to storage barge transfer continues. 	<ul style="list-style-type: none"> • Collected waste is transported to temporary receiving facility as designated in waste management plan prior to ultimate disposal in continental US

Day 4	Day	Night
Disposal		
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Sensitive area protection list is regularly reviewed against trajectories, and list of sites protected. Operations Representative(s) sent to Homer to discuss protection priorities and equipment needs in the event spill moves out of PWS and into GOA. Field command post and staging area would grow as necessary based on nature and trajectory of spill. 	
Wildlife Protection and Response	<ul style="list-style-type: none"> Continue wildlife capture operations. 	<ul style="list-style-type: none"> Captured wildlife transported to rehabilitation centers after stabilized.
Shoreline Cleanup Plan	<ul style="list-style-type: none"> Continue shoreline cleanup assessment team aerial and ground surveys and continues throughout the response. Begin natural resources damage assessment field surveys and continues throughout the response. 	

Day 5	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, update safety plan for responders; air ops control.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering; maintain OW/TF in thickest oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective. Maintain staging areas through PWS; continue waste management; continue mobilizing shoreline cleanup resources.
	Protection of Sensitive Resources	Maximize shoreline protection. Maintain protection deployments. Expand protection deployments to off trajectory sites. SCAT team activities continue.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC; community and RCAC outreach; press conference twice per day; claims process;.

Day 5	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> Weather is calm. A substantial amount of oil was lost during Day 4, bringing the total estimated discharge to 675,000 barrels. Oil is reported in the area of Esther Passage. 	<ul style="list-style-type: none"> Oil continues to flow from the tanker at approximately 2,000 barrels per hour.
Incident Management	<ul style="list-style-type: none"> Meetings continue to be held as scheduled. Comprehensive shoreline impact assessment from the air is organized. Long-term shift schedule is established. 	
Logistics	<ul style="list-style-type: none"> Established logistics centers in Prince William Sound and communities outside the region continue to receive equipment from out-of-region for deployment as directed throughout the response. 	
Safety	<ul style="list-style-type: none"> Previously stated safety activities continue. 	
Fire Control		
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> Lightering continues. 	
Damaged Tank Transfer and Storage	<ul style="list-style-type: none"> Lightering continues. 	
Discharge Tracking and Surveillance	<ul style="list-style-type: none"> Update trajectories and observations as previously described. 	
Containment, Control, and Recovery	<ul style="list-style-type: none"> Offloading continues for TransRec Barges to TOO #2. OW/TF#4 departs for offloading with return to operations ETA in 24 hours. OW/TF #2 returns to service. OW/TF #1-2 continue operations in close proximity to the grounded tanker. OW/TF #5 and NS FO/TF #1-5 and NS OOR/TF 6-8 continue recovery as directed by aerial surveillance. 	
Non-Mechanical	<ul style="list-style-type: none"> Dispersant and burning operations continue. 	

Day 5	Day	Night
Response		
Recovered Oil Transfer and Storage	<ul style="list-style-type: none"> Two OW/TF barges continue receiving oil while two offload. 	<ul style="list-style-type: none"> OW/TF #3 returns to service.
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> TOO #2 remains on scene. 	
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Operations continue as described on Day 4. As areas are protected, smaller team(s) are left to maintain deployment. 	
Wildlife Protection and Response	<ul style="list-style-type: none"> Wildlife capture and rehabilitation continues as previously described through the end of the scenario. 	<ul style="list-style-type: none"> Captured wildlife transported to rehabilitation centers after stabilized.
Shoreline Cleanup Plan		

Day 6	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, update safety plan for responders; air ops control.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering; maintain OW/TF in thickest oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective. Maintain staging areas through PWS; continue waste management; continue mobilizing shoreline cleanup resources.
	Protection of Sensitive Resources	Maximize shoreline protection. Maintain protection deployments. Expand protection deployments to off trajectory sites. SCAT team activities continue.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC; community and RCAC outreach; press conference twice per day; claims process; PWS/SONS UC video conference.

Day 6	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> Expected weather is winds <25 knots and seas <2.5 meters 	<ul style="list-style-type: none"> Tanker is still releasing oil, with the revised total estimate being 720,000 barrels.
Incident Management	<ul style="list-style-type: none"> Meetings continue to be held as scheduled. Previously described activities continue. 	
Logistics	<ul style="list-style-type: none"> Logistics activities continue as previously described. 	
Safety	<ul style="list-style-type: none"> Previously described safety activities continue. 	
Fire Control		
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> Lightering continues. 	
Damaged Tank Transfer and Storage	<ul style="list-style-type: none"> Lightering continues. 	
Discharge Tracking and Surveillance	<ul style="list-style-type: none"> Update trajectories and observations as previously described. 	
Containment, Control, and Recovery	<ul style="list-style-type: none"> OW/TF #1 and #2 remain in close proximity to the tanker. OW/TF #3-4 continue to support nearshore operations. 	
Non-Mechanical Response	<ul style="list-style-type: none"> Dispersant and in-situ burning operations continue 	
Recovered Oil Transfer and Storage	<ul style="list-style-type: none"> OW/TF #4 returns to service. 	
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> TOO #2 remains on-scene. 	

Day 6	Day	Night
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Nearshore diversion and exclusion booming resources are deployed to protect the sensitive areas prioritized and approved by the Unified Command. 	
Wildlife Protection and Response		<ul style="list-style-type: none"> Captured wildlife transported to rehabilitation centers after stabilized and this continues as long as impacted wildlife are located
Shoreline Cleanup Plan	<ul style="list-style-type: none"> Continue shoreline cleanup assessment team aerial and ground surveys. Continue natural resources damage assessment field surveys. 	

Day 7	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, update safety plan for responders; air ops control.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering; maintain OW/TF in thickest oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective. Maintain staging areas through PWS; continue waste management; continue mobilizing shoreline cleanup resources.
	Protection of Sensitive Resources	Maximize shoreline protection. Maintain protection deployments. Expand protection deployments to off trajectory sites. SCAT team activities continue.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC; community and RCAC outreach; press conference twice per day; claims process.

Day 7	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> The weather is calm. 	
Incident Management	<ul style="list-style-type: none"> UC lengthens IAP period to 24 hours. 	
Logistics		
Safety		
Fire Control		
Source Control (Stopping the Discharge)		
Damaged Tank Transfer and Storage		
Discharge Tracking and Surveillance		
Containment, Control, and Recovery		
Non-Mechanical Response		
Recovered Oil Transfer and Storage		
Temporary Storage/Ultimate Disposal		
Protection of Environmentally Sensitive Sites	<ul style="list-style-type: none"> Operations Representative(s) sent to Kodiak to discuss protection priorities and equipment needs in the event spill moves out of PWS and into GOA. Field command post and staging area would grow as necessary based on nature and trajectory of spill. 	
Wildlife Protection and Response		
Shoreline Cleanup Plan		

Day 8	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, update safety plan for responders; air ops control.
	Containment, Control, and Recovery of Discharge Oil	Continue lightering; maintain OW/TF in thickest oil; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective. Maintain staging areas through PWS; continue waste management; continue mobilizing shoreline cleanup resources.
	Protection of Sensitive Resources	Maximize shoreline protection. Maintain protection deployments. Expand protection deployments to off trajectory sites. SCAT team activities continue.
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC; community and RCAC outreach; press conference twice per day; claims process.

Day 8	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> An estimated 809,000 barrels has been discharged from the tanker. 	
Incident Management	<ul style="list-style-type: none"> Management system and field operations take on a project aspect with predictive repetitive cycle(s). Daily cycle includes updated status, updated trajectories, weather predictions, updated oil recovered/dispersed/burned estimates, status of shoreline clean up crews, and progress against long-range plans. Daily management cycle follows established IMS schedules. 	
Logistics		
Safety		
Fire Control		
Source Control (Stopping the Discharge)	<ul style="list-style-type: none"> Lightering is completed as 40% of tanker is lightered. 	
Damaged Tank Transfer and Storage		
Discharge Tracking and Surveillance		
Containment, Control, and Recovery		
Non-Mechanical Response		
Recovered Oil Transfer and Storage		
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> Large barges take advantage of weather forecasts to decant and offload recovered product to TOO's. 	
Protection of Environmentally Sensitive Sites		
Wildlife Protection and Response		
Shoreline Cleanup Plan	<ul style="list-style-type: none"> Mobilize additional cold water deluge systems. Mobilize bioremediation resources. 	

Day 9	Objectives	Strategies
Response Objectives and Strategies	Safety and Site Control	On-going safety briefings; infield safety officers, updated safety plan for responders; air ops aircraft control per mgmt plan; lightering per safety plan and stability plan
	Containment, Control, and Recovery of Discharge Oil	Lighter as stability allows; maintain aerial surveillance; continue free oil recovery; burn and disperse as effective; maintain staging areas through PWS
	Protection of Sensitive Resources	maintain protection of Hatcheries; continue shoreline protection; revise shoreline protection priorities with Trustees; survey Montague Isl. for wildlife; continue wildlife capture and rehab.; survey east coast of Kenai Penn; FO recovery between Cape Puget and Cape Clear; staging at McCloud
	Maintain Stakeholder Communications	Continue IMT, IMT Liaison, PIO, and JIC, community and RCAC outreach; press conferences and claims process

Day 9	Day	Night
Scenario Conditions	<ul style="list-style-type: none"> An estimated 809,000 barrels has been discharged from the tanker. 	
Incident Management		<ul style="list-style-type: none"> Operations continue on a project basis. Emphasis continues to shift from open water and free oil recovery to shoreline clean up.
Logistics		
Safety		
Fire Control		
Source Control (Stopping the Discharge)		
Damaged Tank Transfer and Storage		
Discharge Tracking and Surveillance		
Containment, Control, and Recovery	<ul style="list-style-type: none"> NS OOR/TF 9-13 arrive and are in operation. NS OOR/TF 14-19 expected to arrive and be in operation on Day 11. 	
Non-Mechanical Response		
Recovered Oil Transfer and Storage		
Temporary Storage/Ultimate Disposal	<ul style="list-style-type: none"> OOR barge arrives. 	
Protection of Environmentally Sensitive Sites		
Wildlife Protection and Response		
Shoreline Cleanup Plan		

1.2.3 Resource Mobilization

Resource Mobilization

Resource	Components	Task	No.	Speed (kts)	Dist. (NM)	Time			Day 1 - Hours																								Day 2 - Hours			Day 3 - Hours			Day 4 - Shift		Day 5 - Shift		Day 6 - Shift		Day 7	Day 8	Day 9	Day 11			
						Mob	Trans	Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	0-6	6-12	12-24	0-6	6-12	12-24	Day	Night	Day	Night	Day	Night							
ETT 1	ETT 1	Tend Tanker	1	15	0	0.00	0.00	0.00	OS																								OS																		
PRT 1	PRT 1	Retrieve Pt. Etches Barge	1	15	10	0.00	0.67	0.67	OS	RA to OW/TF 1																																									
OW/TF 1	BG 1 / PRT 1	Contain, Control, Recover	1	10	10	0.00	1.00	1.00	MB	OS																								OS			TOS														
OW/TF 2	BG 2 / ENDR	Contain, Control, Recover	1	10	40	1.00	4.00	5.00	MB	TR																								OS			TOS														
OW/TF 3	BG 3 / PRT 2	Contain, Control, Recover	1	10	60	1.00	6.00	7.00	MB	TR																								OS			TOS														
OW/TF 4	BG 4 / PRT 3	Contain, Control, Recover	1	10	60	1.00	6.00	7.00	MB	TR																								OS			TOS														
OW/TF 5	VDZ Star / AICrk	Contain, Control, Recover	1	6	60	1.00	10.00	11.00	MB	TR																								OS			TOS														
OW/TF 6	570 / DKT 1	Source Control	1	10	60	1.00	6.00	7.00	MB	TR																								OS			TOS			RA to Nearshore											
500-2	500-2 / DKT 2	Recovered Oil Transfer	1	10	55	3.00	5.50	8.50	MB	TR																								OS																	
D/TF Strike Team #1	C-130 from Lynden	Non-Mechanical Response	1	200	100	4.00	0.50	4.50	MB	TR																								OS																	
D/TF Strike Team #2	C-130 from USCG	Non-Mechanical Response	1	200	500	8.00	2.50	10.50	MB	TR																								OS																	
B/TF #1	5 Burning Strike Teams	Non-Mechanical Response	1	6	60	2.00	10.00	12.00	MB	TR																								OS																	
TOO #1	Tanker of Opportunity	Damage Tank Transfer	1	15	200	0.00	13.33	13.33	TR																									OS																	
TOO #2	Tanker of Opportunity	Recovered Oil Transfer	1	15	700	0.00	46.67	46.67	TR																									OS																	
NS FO/TF #1	3 Strike Teams	Recover smaller slicks	1	6	60	4.00	10.00	14.00	MB	TR																								OS																	
NS FO/TF #2	3 Strike Teams	Recover smaller slicks	1	6	60	4.00	10.00	14.00	MB	TR																								OS																	
NS FO/TF #3	3 Strike Teams	Recover smaller slicks	1	6	60	4.00	10.00	14.00	MB	TR																								OS																	
NS FO/TF #4	3 Strike Teams	Recover smaller slicks	1	6	60	4.00	10.00	14.00	MB	TR																								OS																	
NS FO/TF #5 **	3 Strike Teams	Recover smaller slicks	1	6	60	4.00	10.00	14.00	(MB - Krystal Sea)												(TR - Krystal Sea)												MB	TR	OS																
NS OOR/TF #6	3 Strike Teams	Recover smaller slicks	1	6	60	8.00	10.00	18.00	MB	TR																								OS																	
NS OOR/TF #7	3 Strike Teams	Recover smaller slicks	1	6	60	8.00	10.00	18.00	MB	TR																								OS																	
NS OOR/TF #8	3 Strike Teams	Recover smaller slicks	1	6	60	8.00	10.00	18.00	MB	TR																								OS																	
NS OOR/TF #9-13	3 Strike Teams each	Recover smaller slicks	6	6	60	62.00	10.00	72.00																									MB			OS															
NS OOR/TF #14-19	3 Strike Teams each	Recover smaller slicks	5	6	60	62.00	10.00	72.00																									MB			OS															
HP/TF #1	4 Strike Teams	Deploy as directed	1	6	66	3.00	11.00	14.00	MB	TR																								OS			MB	TR	OS												
SP/TF #1	4 Strike Teams	Deploy protection tactics	1	6	60	6.00	10.00	16.00	MB	TR																								OS			Additional hatcheries protected														
Wildlife/TF #1-4	1 Strike Team	Wildlife Protect./Response	1	10	60	8.00	10.00	18.00	MB	TR																								OS			3 additional SL TF Added														
Waste Collection/TF	1 Strike Team	Temp. Storage/Disposal	1	6	60	8.00	10.00	10.00	MB	TR																								OS																	
O/TF	2 Strike Teams	?	?	?	?	?	?	?																									OS																		
SCAT	1 Strike team	Assess shorelines	1	6	60	12.00	10.00	10.00	MB	TR																								OS																	

MB denotes resources are Mobilized (MB) = Time to give notice, get ready, and get underway to staging area
TR denotes resources are In Transit (TR) = From getting underway to getting on site
OS denotes resources are On Scene (OS) = On scene and deploying
TOS denotes resources are Temporarily Out of Service (TOS) = temporarily not skimming or available for storage, protection, assessment, etc.
RA denotes resources are Reassigned (RA) = Resource re-assigned to another TF

** A contracted landing vessel (currently the Krystal Sea) is used to support this Taskforce.

1.2.4 Equipment Tally Sheet

Equipment Tally Sheet

Resource Description	Day 1							Day 2							Day 3							Day 4							Day 5						
	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)							
					Primary	Second.						Primary	Second.						Primary	Second.						Primary	Second.								
Lightering (OW/TF)	#6	1			1		#6	1			1		#6	1							#6	1													
Tanker(s) of Opportunity (TOO) ²					1						1	1							1	1					1	1									
Transrec (OW/TF)	#1-4	4	16	12	4		14,000	#1-4	4	16	12	4		14,000	#1-4	3	12	9	3		10,500	#1-4	2	8	6	2		7,000	#1-4	3	12	9	3		10,500
Valdez Star (OW/TF)	#5		2	1	1		600	#5		2	1	1		600	#5		2	1	1		600	#5		2	1	1		600	#5		2	1	1		600
Dispersant (D/TF)	#1		1					#1		1					#1		1					#1		1				#1		1					
Burning (B/TF)	#1		12				2,500	#1		12				2,500	#1		12				2,500	#1		12			2,500	#1		12				2,500	
Nearshore (FO/TF)	#1-2	1	64	12	24	1	15,000	#1-4	2	128	24	48	2	30,000	#1-5	2	160	30	60	2	37,500	#1-5	2	160	30	60	2	37,500	#1-5	2	160	30	60	2	37,500
Hatchery Protect. (HP/TF)	ST 1-2		10				11,000	ST 1-4		14				11,000	ST 1-4		14				11,000	ST 1-4		14				11,000	ST 1-4		14				11,000
Shoreline Protect. (SP/TF)	ST 1-2		16				10,000	ST 1-4		32				30,000	ST 1-4		32				40,000	ST 1-4		32			50,000	ST 1-4		32				60,000	
Nearshore Out-of-Region (OOR/TF) ³															#6-8	1	96	18	36	1	22,500	#6-8	1	96	18	36	1	22,500	#6-8	1	96	18	36	1	22,500
Wildlife	ST 1		1					ST 1-2		2					ST 1-2		2					ST 1-2		2				ST 1-2		2					
Onshore TF																																			
SCAT	ST 1		1					ST 1		1					ST 1		1					ST 1-2		1				ST 1-2		1					
Waste Collect. TF			1							1							1							1											
Support & Safety																																			
Tier I F/V Totals			50							50							50																		
Tier II F/V Totals			74							182							182																		
Tier III F/V Totals										8							101	18	36	1															
Personnel Totals ⁵	85		310					93		523					115		833					115		823				115		833					
Boom (Ft) Totals							53,100							88,100																				144,600	
Agreed Upon Assumptions:																																			
¹ Storage column includes all SERVS major barges (7) plus all 48 minibarges, 2 tankers of opportunity and 30 Out-of-Region units (Days 1-8). Lightering barge moves to Nearshore on Day 3 and 2 OOR barges join on days 9 & 11.																																			
Primary storage receives oil directly from skimming or recovery operations; Secondary storage receives oil from primary storage device.																																			
² The first tanker of opportunity is assigned to tanker in distress for lightering, the second tanker of opportunity is assigned to storage to receive recovered oil/oily water from recovery barges.																																			
³ Nearshore Out of Region Task Forces (# 9 -19) (6 SP & 5 FO) start training on Day 6 and mobilized throughout Days 9&11, over a period of time, based on UC decision of need, (per original Scenario B and ADEC letter of May 7, 2001).																																			
⁴ Number of personnel is +/- 10% and includes only field numbers. Numbers assume 2.5 individuals per fishing vessel.																																			
Notes:																																			
Day 2: dispatched 3 fishing vessels from Main Bay and 3 from Sawmill Bay Hatchery to Wildlife.																																			
Days 3 and 4: the OWTF's are offloading therefore, 3 active task forces are shown in recovery mode. On Day 9, OWTF's reduced to 2 for ongoing release recovery.																																			
Day 4: dispatched three (3) fishing vessels from Lake Bay and 3 from Cannery Creek Hatchery. Of these, 5 went to SCAT and 1 to Wildlife.																																			
Day 11: secondary storage is comprised of a TOO, barge 500-2, barge 570, and 3 OOR barges.																																			
Conservative response calculations (based on Anvil) & moderate success in dispersants & burning, that by Day 4 response is primarily to ongoing discharges & nearshore protection.																																			
The weather is below RMROL conditions throughout this scenario.																																			
TF = Task Force																																			
ST = Strike Team																																			

Equipment Tally Sheet

Resource Description	Day 6							Day 7						Day 8						Day 9						Day 11							
	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)	Task Force	Support Vessels	Fishing Vessels	Skimmers	Storage ¹		Boom (Ft)					
					Primary	Second.						Primary	Second.						Primary	Second.						Primary	Second.						
Lightering (OW/TF)	#6	1					#6	1					#6	1							#6	1											
Tanker(s) of Opportunity (TOO) ²					1	1					1	1							1	1					1	1							
Transrec (OW/TF)	#1-4	4	16	12	4		14,000	#1-4	4	16	12	4		14,000	#1-4	4	16	12	4		14,000	#1-4	4	16	12	4		14,000					
Valdez Star (OW/TF)	#5		2	1	1		600	#5		2	1	1		600	#5		2	1	1		600	#5		2	1	1		600					
Dispersant (D/TF)	#1		1					#1		1					#1		1					#1		1									
Burning (B/TF)	#1		12				2,500	#1		12				2,500	#1		12				2,500	#1		12				2,500					
Nearshore (FO/TF)	#1-5	2	160	30	60	2	37,500	#1-5	2	160	30	60	2	37,500	#1-5	2	160	30	60	2	37,500	#1-5	2	160	30	60	2	37,500					
Hatchery Protect. (HP/TF)	ST 1-4		14				11,000	ST 1-4		14				11,000	ST 1-4		14				11,000	ST 1-4		14				11,000					
Shoreline Protect. (SP/TF)	ST 1-4		32				70,000	ST 1-4		32				80,000	ST 1-4		32				90,000	ST 1-4		43				100,000					
Nearshore Out-of-Region (OOR/TF) ³	#6-8	1	96	18	36	1	22,500	#6-8	1	96	18	36	1	22,500	#6-8	1	96	18	36	1	22,500	#6-13 ³	2	256	48	96	2	60,000					
Wildlife	ST 1-2		2					ST 1-2		2					ST 1-2		2					ST 1-2		18									
Onshore TF	ST 1-2	2	4	4			14,000	ST 1-2	2	4	4			14,000	ST 1-2	2	4	4			14,000	ST 1-2	2	28	4			14,000					
SCAT	ST 1-2		1					ST 1-2		1					ST 1-2		1					ST 1-2		6									
Waste Collect. TF			1							1							1							12									
Support & Safety																																	
Tier I F/V Totals			50							50							50							50									
Tier II F/V Totals			182							182							182							182									
Tier III F/V Totals			105							109							109							352									
Personnel Totals ⁵	135		843					135		853				135		853					135		1460					2000					
Boom (Ft) Totals							172,100							182,100							192,100							239,600					294,600

1.2.6 Days 10 And Beyond

As containment, control and recovery operations continue, additional strike teams or task forces are assembled as needed and directed by the Unified Command through an approved IAP. The condition of oil and type of equipment needed as countermeasure can not be pre-determined.

As the response progresses, operations will shift more and more to onshore cleanup as less free oil is located or effectively encountered. The decision-making process for the remainder of the response is inherent in the ICS and UC structure. Decisions will be based on incident facts at the time. Onshore efforts will continue to increase as need is determined and will be based upon shoreline assessments to assure net environmental benefits. The Planning Section will utilize on site information, trajectory models, and aerial visual observations to estimate where oil is likely to go and its degree of weathering, Operations Section will propose tactics for meeting Unified Command objectives that are based on situation information. Logistics Section obtains and arranges for transportation of appropriate equipment and other resources. As equipment and personnel arrive, they will be assembled and trained, and assigned to strike teams and task forces. Operations Section will implement tactics according to actual conditions. As response conditions change, clean up resources will be reassigned. Vessel cleaning operation(s) will be established at several locations, as specified by the Operations Section Chief, to decontaminate both small and large vessels and barges from the free oil recovery work.

Planning Section will develop action plans which are more project oriented and cover larger windows of time. Planning Section will review SCAT efforts and cleanup plans for each island or shoreline segment. Personnel and equipment will be assembled and dispatched according to this plan. The Unified Command will continue to provide overall management direction to the effort.

Based on historical data, it is expected that a response to a spill of this size will take several seasons and involve hundreds of vessels and personnel.